"THE
"OVERLAND CHINA MAIL"
(PUBLISHED EVERY
MAIL DAY.)
Contains the Week's News
of Hongkong and the
Far East.

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part of the world $15
per annum.

The China Mail.

ESTABLISHED 1845

AGENTS.
Orders for the China Mail
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Foochow. [illegible] & Co.
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No. 16.687. 號三月一十年六十壹百九千壹英 HONGKONG, FRIDAY, NOVEMBER 3, 1916. 辰丙次歲年五國民華中 PRICE, $3.00 Per Month

THORNE'S

OLD VAT No. 4.

SCOTCH WHISKY.

—:o.—

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A. S. WATSON & Co. Ld.

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HONGKONG
TEL. 16.

HONGKONG POLICE RESERVE.

PARADES, CENTRAL STATION, 5.30 P.M.

Saturday, Nov. 4th.—Defaulters ordered to parade on this day will parade on Saturday, Nov. 11th, instead.

Tuesday, Nov. 7th.—Maxim Gunners. Recruits of No. 4 Company under Company Sergeant-Major. No. 2 Section at Water Police Station.

FOOTBALL.

Tuesday, Nov. 7th.—Meeting of players at Headquarters' Club 5.30 p.m.

(Sgd.) J. W. FRANKS,
A.S.P. (R.).

THE BAGPIPES.

The history of the Scottish bagpipe, remarks a writer in a London paper, is recorded much earlier than the battle of Harlaw, which, by the way, supplies the oldest regimental march in the British Army, namely, "The Pibroch of Donuil Dhu." Who has not heard of the battle of Bannockburn in 1314, where the pipe march of the Scots was "Hey Tuttie Tuttie," the melody of which Robert Burns adapted to his soul-stirring "Scots Wha Hae," or of the famous "Black Chanter" of the Clan Chattan, preserved at MacPherson's Castle of Cluny, and a relic of the famous fight on the North Inch of Perth in 1396? But many more and earlier instances could be quoted.

The Highland pipe does make "all the running," but in quite the reverse manner ascribed to it. Anyone who has heard it, say at a church parade at York Minster, to the organ accompaniment, will agree with the writer that it does harmonise, or, again, with a full regimental band playing some such march as "The Barren Rocks of Aden" would welcome such a combination on the part of the Scots Guards' band and pipers. It would not only be a surprising novelty to the Sassenach but a pleasant surprise.

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ORDER IT BEFORE GOING HOME, AND THUS KEEP IN CLOSE TOUCH WITH THE COLONY.

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Steel Building Work of every Description.
Castings, Forgings, Repairs and Supplies.
Prompt Attention and Shipment to Destination.
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"THE ECONOMICAL TALCUM"

WATSON'S GIANT LAVENDER TALCUM

A powder so pure, so soft and refreshing for the skin, and then it *is* so delicately perfumed with the delightful odour of SWEET LAVENDER. Send for the GIANT size

1-lb. TALCUM FOR **$1.00.**

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DEALING in American Hardware, Tools, Machinery, Paint and Oil. Lamps, Window glass, Building materials, Railroad and Ships Supplies, etc., etc.

PRICES MODERATE. Telephone 2143.

Hongkong, July 28, 1916. [870

PEAK TRAMWAYS COMPANY LIMITED

TIME TABLE.

WEEK DAYS.
7.00 a.m. to 8.00 a.m....Every 15 minutes.
8.00 a.m. to 10.00 a.m....Every 10 minutes.
10.00 a.m. to 11.00 a.m....Every 15 minutes.
11.30 a.m. to 12.45 p.m....Every 15 minutes.
12.45 p.m. to 1.15 p.m....Every 10 minutes.
1.15 p.m. to 1.45 p.m....Every 15 minutes.
1.45 p.m. to 2.15 p.m....Every 10 minutes.
2.15 p.m. to 5.00 p.m....Every 15 minutes.
5.00 p.m. to 8.10 p.m....Every 10 minutes.

NIGHT CARS
8.50 p.m. and 9 p.m., 9.30 p.m. to 11.00 p.m. every half hour
11.00 p.m. to 11.45 p.m. every quarter of an hour.

SUNDAYS.
7.30 a.m.
8.00 a.m. to 10.30 a.m....Every 15 minutes.
10.30 a.m. to 11.00 a.m....Every 10 minutes.
11.30 a.m. to 12 Noon ....Every 15 minutes.
12.00 noon to 1.00 p.m....Every 10 minutes.
1.00 p.m. to 5.00 p.m....Every 15 minutes.
5.00 p.m. to 6.00 p.m....Every 10 minutes.
6.00 p.m. to 7.00 p.m....Every 15 minutes.
7.00 p.m. to 8.10 p.m....Every 10 minutes.

NIGHT CARS as on Week Days.

SATURDAYS.
Extra Car at 12 midnight.

SPECIAL CARS by arrangement at the Company's Office, ALEXANDRA BUILDINGS, Des Voeux Road Central.

Season and punch tickets available to all cars not already full running at the time stated in the Company's time tables, but not for special cars, can be obtained on application at the Company's Office. No Season ticket will be issued until payment therefor has been made in Bank Notes or by Cheque or Compradore order representing Bank Notes.

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General Managers.

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Central Location

ALL Electric Trams Pass Entrance, Electric Lifts, Fans and Lighting, European Baths and Sanitary Fittings, Hot and Cold Water System throughout.

Best of Food and Service.

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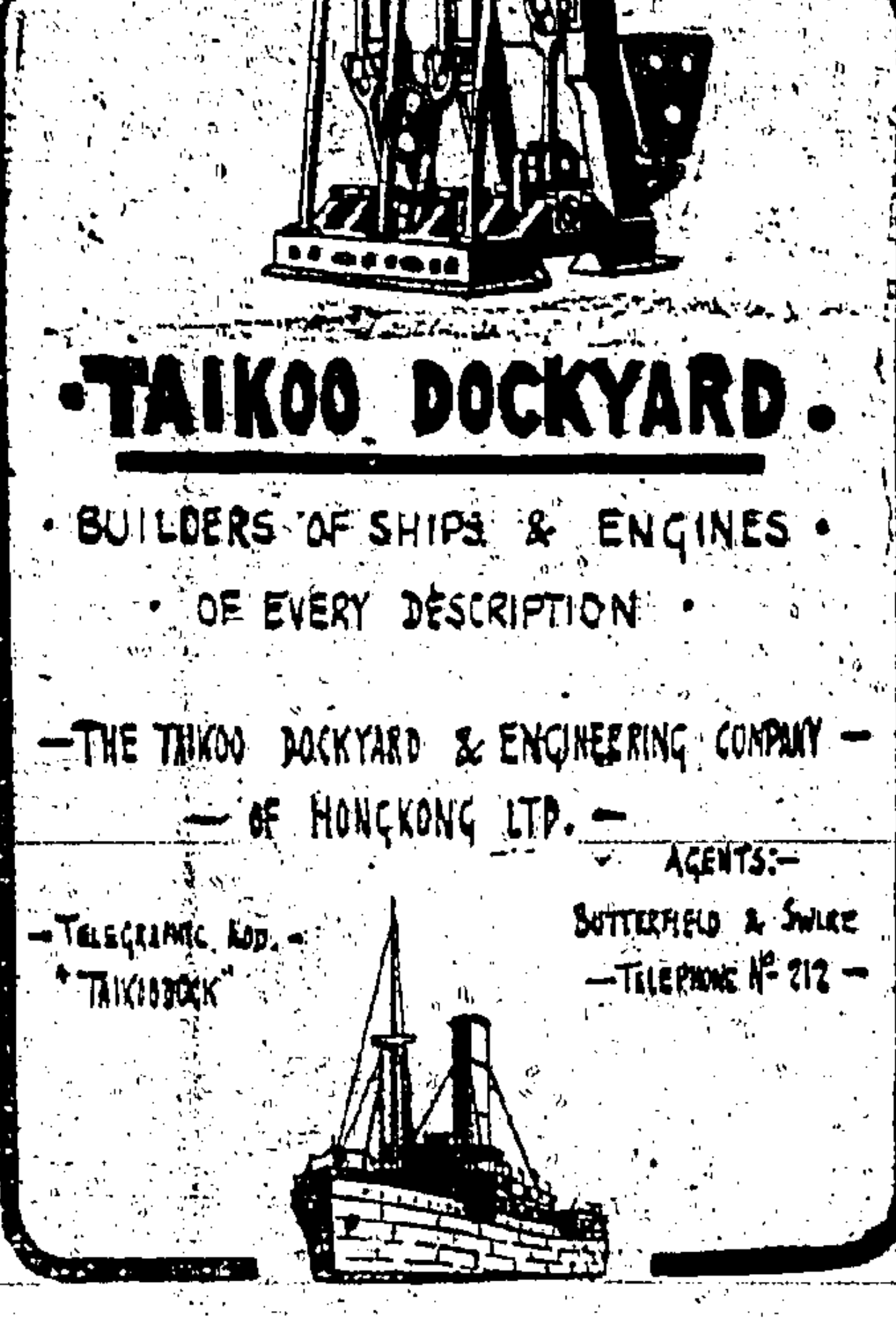
TOTAL FUNDS AT 31ST DECEMBER, 1914, £23,970,367.

I—Authorised Capital £6,000,000	
Subscribed Capital £4,500,000	
Paid-up Capital	£2,437,500
II—Fire Funds	3,837,047
III—Life & Annuity Funds	17,567,590
Sinking Fund Account	128,230
	£23,970,367
Revenue Fire Branch	£2,881,456
" Life and Annuity Branches	2,141,593
Revenue Marine Department	337,239
Other Receipts	478,940
	£5,839,228

The Accumulative Funds of the various Branches are separately Invested, and, by Act of Parliament, are set aside to meet the claims under the respective Departments of the Company's Business.

SHEWAN, TOMES & CO.
Agents.

BUSINESS NOTICES



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KEEP THE LIVER ACTIVE AND THE SYSTEM FREE FROM WASTE MATTER.

Price 75 cents Per Bottle.

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32, QUEEN'S ROAD CENTRAL.

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Established 1883

MANUFACTURERS OF

PURE Manila ROPE

STRAND	CABLE LAID	4 STRAND
½" to 15" CIRCUMFERENCE.	5" to 15" CIRCUMFERENCE.	3" to 10" CIRCUMFERENCE.

Oil Drilling Cables of any size up to 3.000 feet in length

Prices, Samples and full particulars will be forwarded on application to
Shewan Tomes & Co., *General Manager.*

Hongkong, April 11, 1912. 501

THE HONGKONG HOTEL AND GRILL ROOM

J. H. TAGGART,
MANAGER.

PEAK HOTEL.

ADMIRABLY SITUATED AT VICTORIA GAP.
Adjoining the Tramway Terminus, 1,400 feet above Sea Level
A FIRST-CLASS FAMILY, RESIDENTIAL AND TOURISTS HOTEL.

Telephones in all rooms. First-class Cuisine, Lounge, Smoking and Ladies rooms, Roof Garden.

Terms:—From $4 per day Mex. Telegraph add.: "Peaceful,"

P. O. FRUSTER,
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BUSINESS NOTICES.

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In Casks of 375 lbs. net.

In Bags of 250 lbs. net.

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HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

HONGKONG TO CANTON.	CANTON TO HONGKONG
FRIDAY, 3rd NOVEMBER.	
8. A.M. 'HONAM' 10. P.M. 'KINSHAN'	8. A.M. 'HEUNGSHAN' 5. P.M. 'FATSHAN'
SATURDAY, 4th NOVEMBER.	
8. A.M. 'HEUNGSHAN' 10. P.M. 'FATSHAN'	8. A.M. 'HONAM' 5. P.M. 'KINSHAN'

Single Fare by Night Steamer	$ 6.00
Return Fare by Night (available also for Return by day Steamer)	11.00
Single Fare by Day Steamer	5.00
Return Fare by Day Steamer	9.00

HONGKONG-MACAO LINE.

S.S. 'TAISHAN' Tons 2006. | S.S. 'SUI TAI' Tons 1951

HONGKONG TO MACAO.

Week days at 8 A.M. and 2 P.M. from the Company's Wing Lok Street Wharf
Sundays, at 9 A.M. and 1 P.M. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 A.M. and 2 P.M. Sunday's at 7.30 A.M. and 3 P.M.

EXCURSION TO MACAO.

SUNDAY, 5th NOVEMBER.

The Company's Steamship **"TAISHAN,"** will depart from the COMPANY'S WING LOK STREET WHARF at 8 A.M. and return from Macao at 3 P.M.

N.B.—The Company will also run a steamer from Macao on Sunday morning at 7.30 A.M. and from Hongkong at 1 P.M., from the Company's Wing Lok Street Wharf.

CANTON-MACAO LINE.

S.S. 'SUI-AN'.

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 P.M.
Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 P.M.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

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S.S. 'SAINAM,' 588 Tons, and S.S. 'NANNING,' 469 Tons.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct Steamers 'LINTAN' and SANUI.' These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.

Booking Office open daily (Sunday excepted) 9 A.M. to 5 P.M.

Further particulars may be obtained at the Office of the :—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.
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ENGINEERS and SHIPBUILDERS, BOILER-MAKERS, BRASS and IRON FOUNDERS. All work done in this establishment is guaranteed. We have over thirty years' experience. We own two Slipways and can accommodate any craft of 200 feet long.

Town Office, 43, Connaught Road Central, Hongkong. Telephone No. 459.
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Estimates furnished on application.

WONG PING WA, *Manager*

Hongkong, April 1, 1912.

Bournville

The "COCOA de Luxe"

HIGHEST GRADE BRITISH MADE

Cadbury
The Mark of Purity

"BOURNVILLE COCOA represents the highest grade of nutritive cocoa at present on the market; it fully maintains its high reputation in food value and delicacy of flavour, and is second to none in any respect whatsoever."
Medical Magazine, March, 1912

CADBURY'S CHOCOLATES

In Tins and Fancy Boxes
Specially Packed for Export

MADE IN THE FACTORY IN A GARDEN, BOURNVILLE, ENG.

INTIMATIONS

The list will be closed on or before 15th November, 1916.

HONGKONG GOVERNMENT SIX PER CENT. WAR LOAN OF 1916.

ISSUE OF $3,000,000 HONGKONG CURRENCY SIX PER CENT. BONDS to Bearer authorised by the War Loan Ordinance 1916.

The Proceeds of the Loan will be handed over to the Imperial Government as a War Contribution from the Colony of Hongkong.

The Principal and Interest of this Loan are guaranteed by the Government of Hongkong and are secured by the Revenues of the Colony.

Price of Issue—$100 Per Cent.

Interest payable—1st May and 1st November.

First Coupon for full six months interest payable—1st May 1917.

Principal repayable at par on 1st November 1923, or, at the option of the Government of Hongkong, principal may be wholly or partially repaid at any time after fifth year by drawings of Bonds.

THE HONGKONG & SHANGHAI BANKING CORPORATION, Hongkong, are instructed by the Government of Hongkong to invite subscriptions for the above Loan.

The Bonds will be issued in denominations of $100, $500, $1,000, $5,000 and $10,000, payable to Bearer with half yearly interest coupons attached payable 1st May and 1st November, at the office of the Hongkong and Shanghai Banking Corporation, Hongkong.

The first coupon will be attached to Scrip Certificates which will be exchanged later for definitive Bonds.

This loan will be free from any local taxation as regards both principal and interest.

Applications will be received by the Hongkong and Shanghai Banking Corporation, Hongkong, from whom the necessary printed forms can be obtained. Such applications must be for $100 or any multiple thereof and be accompanied by a deposit of 25% of the amount applied for.

Applications may be accepted in whole or in part, and in the event of partial allotment the surplus amount paid as deposit will be appropriated towards the payment of instalments due on allotment.

The Government has the right to refuse any application.

Payment will be required as follows, viz.:—

25 per cent. on application
25 „ „ „ allotment (4th Dec. 1916.)
25 „ „ „ 20th December, 1916.
25 „ „ „ 17th January, 1917.

100%

In case of default in the payment of any instalment at its due date, the deposit and instalments previously paid will be liable to forfeiture.

Scrip Certificates, with coupon attached for the first half year's interest due on 1st May 1917, will be issued after payment of the instalment due on allotment, and such certificates, when fully paid, will be exchangeable for Bonds when received. Notice will be given when Bonds are ready for delivery.

HONGKONG & SHANGHAI BANKING CORPORATION.

Hongkong, 24th October. 1916. [1176

SILIMPOPON (SEBATTIK) COAL.

THE Undersigned having been appointed AGENTS for the COWIE HARBOUR COAL CO., LTD., are prepared to quote prices for best quality SILIMPOPON COAL trimmed into Bunkers at SEBATTIK or SANDAKAN (British North Borneo.

SILIMPOPON COAL compares favourably with the better grades of Japanese Coal and gives good results on a very moderate consumption.

Steamers calling at SEBATTIK or SANDAKAN exclusively for SILIMPOPON COAL (either cargo or Bunkers) are exempt from payment of all Port charges.

At Sebattik Steamers are berthed alongside the Company's wharf where there is a minimum depth of 27 to 28 feet at low water Spring Tides.

Charts of Sibuko Bay (Sebattik Harbour), Prices and all other information concerning the Port can be had on application to the Agents.

BRADLEY & CO., LTD.,
Agents Cowie Harbour Coal Company, Limited.

Hongkong, Dec. 2, 1915. 1027

TANG YUK, DENTIST, successor to the late SIEN TING.

14, D'AGUILAR STREET.

TERMS VERY MODERATE.

Consultation free.

INTIMATIONS

G. R.

NOTICE.

CITY AND HILL DISTRICT WATERWORKS.

IT IS HEREBY NOTIFIED that on and after SUNDAY, the 5th instant, the Supply of Water in the Rider Main Districts will be turned off daily from about 9 P.M. until about 5 A.M.

W. CHATHAM,
Director of Public Works.

Public Works Office.

Hongkong, Nov. 2, 1916. 1207

BANK HOLIDAY.

IN accordance with Ordinance No. 5 of 1912 the EXCHANGE BANKS will be CLOSED for the Transaction of Public Business on MONDAY the 6th Instant.

Hongkong, Nov. 2, 1916. 1201

NOTICE.

UNDER instructions from Head Office I have handed over the agency of Reuter's Telegram Co., Ltd., to Mr. J. P. BRAGA of No. 8, Fedder's Hill, to whom all communications should be addressed in future.

F. SMYTH,

Hongkong, Nov. 2, 1916. 1202

NOTICE.

MR. ERIC MUNRO ROSS, Chartered Accountant, has this day been admitted a Partner in our Firm.

LOWE, BINGHAM & MATTHEWS,

Hongkong, Nov. 1, 1916. 1199

WANTED.

AN ASSISTANT SECRETARY for the Marine Engineers' Guild in Hongkong. An Engineer preferred.

Reply to—
17, Nanking Road, Shanghai.

Hongkong, Oct. 28, 1916. 1190

MINISTERING CHILDREN'S LEAGUE

SALE OF WORK

IN AID OF

LOCAL CHARITIES for CHILDREN and CHILDREN of the EMPIRE FUND for disabled and blind SOLDIERS and SAILORS and the BELGIAN ORPHANS in BELGIUM.

To be held in the grounds at Government House, by kind permission of His Excellency the Governor

on SATURDAY, 11th NOVEMBER from 2 to 6 P.M.

Entrance only at the Garden Gate in Upper Albert Road.

PRICES OF ADMISSION ADULTS 30 Cts.
CHILDREN 10 Cts.

All members and associates wearing M.C.L. Badges free.

Come to see the "SWANKS" and "TABLEAUX" 5.30 P.M. Tickets $1.00.

Toys and Fancy Articles, Ices, Sweets, Tea, Lucky Well, Tulip Garden.

MAYPOLE DANCE

NO CHITS TAKEN.

Hongkong, Oct. 26, 1916. 1183

PIANOS REPAIRED AND THOROUGHLY OVERHAULED BY SKILLED WORKMEN UNDER EXPERT EUROPEAN SUPERVISION SATISFACTION GUARANTEED.

ANDERSON MUSIC CO., LTD.

6, Des Voeux Road. TEL. 1322.

DAIRY FARM NEWS.

JUST ARRIVED
NEW SHIPMENT OF
SELECTED
FINNAN HADDOCKS.
FILLET HADDOCKS.
KIPPERS.

66

THE NEW FRENCH REMEDY.
THERAPION No. 1
CURES DISCHARGES, [illegible] WITHOUT INJECTIONS.
THERAPION No. 2
CURES BLOOD POISON, BAD LEGS, SKIN ERUPTIONS.
THERAPION No. 3
CURES CHRONIC WEAKNESSES, DRAINS, LOST VIGOUR, &c.
SOLD BY LEADING CHEMISTS. PRICE IN ENGLAND [illegible]
SEND STAMP ADDRESS ENVELOPE FOR FREE BOOK TO DR. LE CLERC MED. CO. HAVERSTOCK RD. HAMPSTEAD, LONDON.
A CURE FOR YOU
THE NEW DRAGEE (TASTELESS) FORM OF THERAPION
EASY TO TAKE SAFE AND LASTING CURE.
[illegible]

THE BRITISH "TANKS."

THEIR VALUE IN THE SOMME FIGHT.

Mr. Philip Gibbs, the brilliant war correspondent of the "Daily Chronicle" in his description of the Somme victory writes of the "Tank" in these terms:—

Like children whose fancy has been inflamed by some new toy, our men were enormously cheered by a new weapon which was to be tried with them for the first time—"the heavily-armoured car" mentioned already in the official bulletin.

That description is a dull one compared with all the rich and rare qualities which belong to these extraordinary vehicles. The secret of them was kept for months jealously and nobly. It was only a few days ago that it was whispered to me.

"Like prehistoric monsters. You know, the old Ichthyosaurus," said the officer.

I told him he was pulling my leg.

"But it's a fact, man!"

He breathed hard, and laughed in a queer way at some enormous comicality.

"They cut up houses and put the refuse under their bellies. Walk right over 'em!"

I knew this man was a truthful and simple soul, and yet could not believe.

"They knock down trees like matchsticks," he said, staring at me with shining eyes. "They go clean through a wood!"

"And anything else?" I asked, enjoying what I thought was a new sense of humour.

"Everything else," he said, earnestly. "They take ditches like kangaroos. They simply love shell-craters! Laugh at 'em!"

It appeared, also, that they were proof against rifle bullets, machine-gun bullets, bombs, shell-splinters. Just shrugged their shoulders and passed on. Nothing but a direct hit from a fair-sized shell could do them any harm.

"But what's the name of these mythical monsters?" I asked, not believing a word of it.

He said "Hush!"

Other people said "Hush! Hush!" when the subject was alluded to in a remote way. And since then I have heard that one name for them is the "Hush-hush." But their real name is Tanks.

For they are real, and I have seen them, and walked round them, and got inside their bodies, and looked at their mysterious organs, and watched their monstrous movements.

VAST TOADS.

I came across a herd of them in a field, and, like the countryman who first saw a giraffe, said "Hell! . . . I don't believe it." Then I sat down on the grass and laughed until the tears came into my eyes. (In war one has a funny sense of humour.) For they were monstrously comical, like toads of vast size emerging from the primeval slime in the twilight of the world's dawn.

The skipper of one of them introduced me to them.

"I felt awfully bucked," said the young officer (who is about five feet high), "when my beauty ate up her first house. But I was sorry for the house, which was quite a good one."

"And how about trees?" I asked.

"They simply love trees," he answered.

"When our soldiers first saw these strange creatures lolloping along the roads and over old battlefields, taking trenches on the way, they shouted and cheered wildly, and laughed for a day afterwards. And yesterday the troops got out of their trenches laughing and shouting and cheering again because the Tanks had gone on ahead, and were scaring the Germans dreadfully, while they moved over the enemy's trenches and poured out fire on every side. As I shall write later, these motor monsters had strange adventures and did very good work, justifying their amazing existence.

THE MORNING OF BATTLE.

For several days before the great blow was to be made, and while there was heavy fighting in progress at most parts of the line—the capture of Guillemont by English and Irish troops, the splendid rush of the Irish through Ginchy—there was a steady forward movement and concentration of all the men and machinery to strike at the Flers line.

Villages beyond the zone of fire where battalions had been resting and where there was the busy life of soldiers in their billeting areas suddenly became emptied of all this human interest.

The men had passed on—higher up the roads, and higher up where there was a struggling tide of all the traffic of war, with supply columns, mule-trains, guns, limber, ambulances, and troops from all parts of the Empire, surging, swirling, struggling slowly forward through narrow village streets, up long winding roads, across trampled and barren fields, through the ruins of villages destroyed a year or more ago, and out into the country of evil menace which is criss-crossed by old trenches and pitted with old shell-craters and strewn with the refuse of battles two months back in history.

Here a great army with all its material of war—incredibly vast and crowded—lay waiting for the hour when it should be hurled to the great hammer-stroke.

They were masses of men who were there the night before the battle hidden in the darkness of the earth, not revealed even by the white moonlight except in huddled crowds and camps, but as I passed them again a few hours before the dawn I thought of the individual and not of the mass, all the separate hopes and pulse-beats of these men who were going to do a big thing if luck should favour us.

And out of the darkness I thought I heard the sound of laughter rising at the thought of the monstrous "hush-hush." Before the dawn the moon was high and clear in a sky that had hardly any clouds. It shone down upon the fields and roads so that the plaster walls of French cottages were very white under the black roofs, and rows of tents were like little hillocks of snow in the harvest-fields.

As I looked up a shooting star flashed across the sky, and I thought of the old legend of a passing life, and wondered why to-night all the stars were not falling.

Presently dawn came, and some low-lying clouds were touched with a warm glow which deepened and spread until they were all crimson. It was a red dawn.

"SUN OF AUSTERLITZ."

"The promise of victory like the sun of Austerlitz," said an officer.

Before 6 o'clock, summer-time, all our guns were firing steadily, and all the sky, very pale and shimmering in the first twilight of the day, was filled with the flashes of guns and shell bursts; heavy howitzers were eating up shells.

I went to the right of the line, hoping to see the infantry attack to the left of Leuze Wood, as I had watched the battle here a week or two ago, and here one of the motor monsters was coming across the ground. But as the sun rose higher it drew the moisture out of all these shell craters and trenches, and a dense white mist blotted out the ridge for an hour or more. French troops who join our line here came across country, British soldiers were moving forward on the left, silently, with the mist about them.

Overhead shells went rushing—heavy shells that travelled with the noise of trains. Forward batteries were firing rapidly and increasingly, and then sharp staccato knocking was clear above the heavy crashes of giant crumps, compared by a whimsical mind in this war with "an immortal plumber laying down his tools."

Machine-gun fire rapped out in fierce spasms, and the German "Archies" were throwing up shells which burst all about the planes of our airmen, who came like a flock of birds over the battlefields, flying low above the mists.

They did wonderful things yesterday, those British air-pilots, risking their lives audaciously in single combats with hostile airmen, in encounters against great odds, in bombing enemy headquarters and railway stations and kite balloons, and troops, and registering or observing all day long for our artillery. They were out to destroy the enemy's last means of observation, and they began the success of the battle by gaining the absolute mastery of the air.

Thirteen German aeroplanes (since reported by Sir Douglas Haig to be 15) were brought down, and their flying men dared not come across our lines to risk more losses.

On our side it was fighting "all in." There was nothing of a killing character within our reach and knowledge which we did not use, and we turned the enemy's own worst weapons against himself.

Every material of war made by the home workers in our factories by months of toil was called in.

The men went in with the resolve to break through the enemy's third line without counting the cost, to smash down any opposition they might meet, and to go forward and far until they could get the enemy on the run.

A body of Scotch went up to the battle-lines to the tune of "Stop your tickling, Jock," but there was a grim meaning in the music, and it was no love-song.

"HOME FOR CHRISTMAS."

English soldiers had been practising bayonet exercise harder than usual, and with a personal interest beyond the discipline. "It's time to finish old Fritz" was the shout of one soldier to another. "We want to go home for Christmas!"

The men fought yesterday fiercely and ruthlessly. They want to get on to the heels of the enemy, and there were moments yesterday when they saw many pairs of heels.

The area of our attack yesterday extended on the left from the ground north of Pozieres to the line recently won to the north of Ginchy on the right, and its purpose was, as I have said, to break through the third German line below Courcelette, Martinpuich and Lesboeuf, a distance of about six miles. Time of attack was shortly after 6 o'clock yesterday morning, and along all the line the troops were awaiting the moment to rise, after our artillery had completed its first barrage.

On the left in front of Courcelette there was hard and unexpected fighting. As we now know the enemy had prepared an attack against us, and had massed troops in considerable force in his front and reserve lines. He sent out advanced patrols and bombing parties, while our men were waiting to go over, and immediately there was a fierce encounter.

One young brown-eyed fellow told me his own experience, and it was like many others.

"The sergeant in my bay," he said, "suddenly called out that he had seen a signal light go up from another point of the trenches giving a warning of attack. 'We shall have the whole lot on us,' he shouted. 'Look out for yourselves, lads.'"

(Continued on page 3.)

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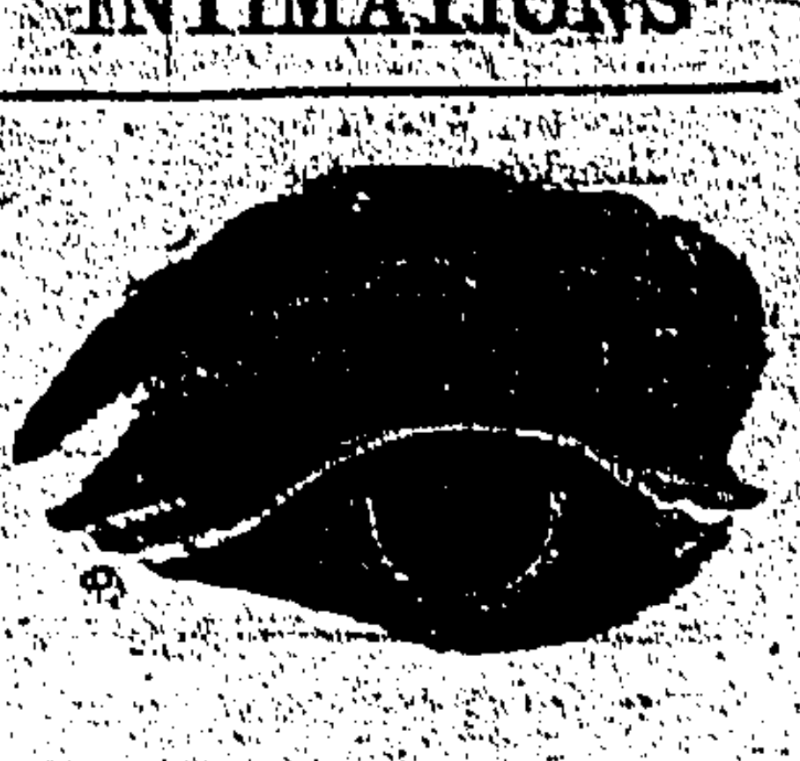

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No. 3 Dock, Kowloon	[illegible]	[illegible]	14'	[illegible]	[illegible]
Patent Slip, No. 1, Kowloon	240'	60'	14'	[illegible]	[illegible]
Patent Slip, No. 2, Kowloon	[illegible]	60'	12'	[illegible]	[illegible]
TAIKOKTSUI					
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
ABERDEEN					
Hope Dock	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
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the 4th November, 1916, at 10.30 a.m.,
at their Sales Rooms, No. 8,
Des Voeux Road, Corner of
ICE HOUSE STREET,
SEVERAL CASES PROVISIONS,
Comprising:—
Assorted Jams,
Oxford Sausages,
Cambridge Sausages,
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Suffolk Pickles,
&c., &c., &c.

The above are new Goods and will be d in small lots.

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Hongkong, Oct. 28, 1916. 1192

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on
TUESDAY,
the 7th November, 1916, commencing
at 2.30 p.m., at their Sales Rooms, No. 8,
Des Voeux Road, Corner of
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VALUABLE TEAKWOOD AND
BLACKWOOD FURNITURE,
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As Follows:—

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¼ Plate Carbine Camera, Oliver Typewriter and One Iron Safe.

A selection of Brass Jardinieres, Vases, Finger Bowls, etc.

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THE Undersigned have received instructions to sell by Public Auction,
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Ice House Street,
Ex S.S. "KAMO MARU"
Just Arrived.

A consignment of Lace Curtains, Bedspreads, Sheets, Pillow Cases, Cushion Covers, Serviettes, Dusters, Towels, Bath Mats, etc., etc.

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Hongkong, Oct. 31, 1916. 1198

AUCTIONS.

PUBLIC AUCTION.

THE Undersigned have received instructions from MISS K. A. MASSEY, to sell by Public Auction,
on
WEDNESDAY,
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at Brighton House, No. 10 Arbuthnot Road, (also Entrance by Steps opposite No. 83 Wyndham Street),

Desk with Pigeon Holes,
Overmantel (bevelled glass),
Chiffonier,
Card Table,
Large Hanging Wardrobe,
Adaptable Bed Sofa,
Upholstered and Rattan Chairs,
Electric Fan and Fittings,
Sewing Machine,
A few lots of Chinese Porcelains, Bronzes, Water Colours, etc.
On view day of Sale.
Catalogues will be issued.
Terms:—Cash.

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Hongkong, Nov. 2, 1916. 1204

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction,
(FOR ACCOUNT OF THE CONCERNED),
on
SATURDAY,
the 11th November, 1916, at
10.30 a.m., at their Sales Rooms, No. 8,
Des Voeux Road, Corner of
ICE HOUSE STREET,
A MISCELLANEOUS STOCK,
Comprising:—

Gent's Shirts, Woollen Singlets, Waist Coats, etc. Pants, Sweaters, Dressing Gowns, Bath Robes, Toilet Soaps, Bath and Face Towels, Hosiery, &c., &c.

Blankets, Counterpanes, a quantity of Coloured Alpacas, Rain Coats, &c. Holdalls and Suit Cases, &c.,

Also

A small consignment of Gent.'s Felt Hats (good quality),

A number of Suit Lengths, Blue Serge, Flannell, &c., &c.

Terms:—Cash.

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Auctioneers.

Hongkong Nov. 2, 1916. 1205

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction,
(FOR ACCOUNT OF THE CONCERNED),
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AN EARLY DATE.

The following LIGHTHOUSE GEAR &c. &c., viz:—

One occulting apparatus, complete.
Circular wick lamps.
Spare burners.
Cylinders and wicks.
Incandescent Petrol Lamps, and appurtenances

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A quantity of gear pertaining to Mooring Buoys,

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THE BRITISH "TANKS."

(Continued from page 2.)

The enemy came over in a rush. Many fell before the rifles of our men, but others managed to jump into portions of trench, and bombed their way up several of the bays.

Machine-guns were turned on to them, and there were not many left alive. But before the fight had ended a new one began, for our jumping-off time had come, and the assaulting troops rose as one man, and taking no notice of what had happened swept across their own trenches and the Germans who were in them, and went straight across country towards Courcelette.

They came up immediately against difficult ground and fierce machine-gun fire. South-east of Courcelette, beyond the shell craters and bits of broken trench which the men had carried easily enough, sweeping the Germans down before them, stood the ruins of a sugar factory, which the enemy had made into a redoubt, with machine-gun emplacements.

It was one of those deadly places which have cost so many lives among our men in other parts of the battle ground now in our hands.

THE TANK'S ADVANCE.

But we had a new engine of war to destroy the place. Over our own trenches in the twilight of the dawn one of those motor-monsters had lurched up, and now it came crawling forward to the rescue, cheered by the assaulting troops, who called out words of encouragement to it and laughed, so that some men were laughing even when bullets caught them in the throat.

"Creme de Menthe" was the name of this particular creature, and it waddled forward right over the old German trenches, and went forward very steadily towards the sugar factory.

There was a whip of silence from the enemy there. Then, suddenly, their machine-gun fire burst out in nervous spasms and splashed the sides of "Creme de Menthe."

But the Tank did not mind. The bullets fell from its sides, harmlessly. It advanced upon a broken wall, leaned up against it heavily until it fell with a crash of bricks, and then rose on to the bricks and passed over them, and walked straight into the midst of the factory ruins.

From its sides came flashes of fire and a hose of bullets, and then it trampled around over machine emplacements "having a grand time," as one of the men said with enthusiasm.

It crushed the machine-guns under its heavy ribs, and killed machine-gun teams with a deadly fire. The infantry followed in and took the place after this good help, and then advanced again round the flanks of the monster.

In spite of the Tank, which did such grand work, the assault on Courcelette was hard and costly. Again and again the men came under machine-gun fire and rifle fire, for the Germans had dug new trenches, called the Fabeckgraben and Zollerngraben, which had not been wiped out by our artillery, and they fought with great courage and desperation.

Seventy men who advanced first on a part of these lines were swept down. Seventy others who went forward to fill their places fell also to a man. But their comrades were not disheartened, and at last carried the position in a great wave of assault.

Then they went on to the village. It was like all these villages in German hands, tunnelled with a nest of dug-outs, and a stronghold hard to take. The British troops entered it from the eastern side, fought yard by yard, stubbornly resolved to have it.

THE TANK "NOSES ROUND."

The Tank came along and "ploughed about, searching for German machine-guns, thrusting over bits of wall, nosing here and there, and sitting on heaps of ruin while it fired down the streets. By 6.30 last evening the village was taken.

The British took 400 prisoners, and when they were brought down to Pozieres last night they passed old Creme de Menthe, who was going home, and held up their hands crying "Gott in Himmel!" and asked how they could fight against such monstrous things.

The taking of Courcelette was a great achievement skilfully planned and carried out with stern and high courage by splendid men, and one monster.

On the right of these troops there was a great assault upon Martinpuich and High Wood. Here, also, in High Wood, the Germans had been ready for an attack, and, being forestalled in that, they made a strong counter-attack which for a time had some success, driving our men back to the southern edge of the wood.

THROUGH HIGH WOOD.

Our troops had been heavily shelled beforehand, and they found the enemy in much stronger force than they had expected in that wood of bitter memory. But these men of ours—I have met many of them before a year ago—fought very gamely.

Some among them were utterly without experience of the Somme kind of fighting and wilted a little before its ferocity of fire, but the older men, the "veterans" of a year's service or more, cheered them up, kept them steady, and led them on.

They counter-attacked the counter-attack and regained their old line, and then to their great joy saw the Tanks advancing through High Wood and on each side of it.

"It was like a fairy tale!" said a Cockney boy. "I can't help laughing every time I think of it."

He laughed then, though he had a broken arm and was covered in blood.

"They broke down trees as if they were match-sticks, and went over barricades like elephants. The Boches were thoroughly scared. They came running out of shell holes and trenches, shouting like mad things.

BOMB PROOF.

"Some of them attacked the Tanks and tried to bomb them, but it wasn't a bit of good. O Crikey, it was a rare treat to see! The biggest joke that ever was! They just stamped down the German dug-out as one might a whop's nest."

On the left of High Wood was a very fine body of troops who had no trenches to lie in but just lay out in shell-craters under a constant fire of "whizz-bangs," that is to say, field guns firing at short range, which was extremely hard to endure.

"It was cruel," said one of these men, "but we went forward all right when the time came over the bodies of comrades who were lying in pools of blood, and afterwards the enemy had to pay."

They were co-operating with some troops on their left, who went straight for Martinpuich, that village into which I stared a week or two ago after a long walk to our front line on the crest of the ridge beyond Bazentin, looking at the Promised Land.

THE CARS' TURN.

These men were superb and went across No Man's Land for nearly 1,000 yards in six minutes, racing. They made short work with the Germans who tried to snipe them from the shell-craters, and only came to a check on the outskirts of Martinpuich, where they were received with a blast of machine-gun fire.

It was then the turn of the Tanks.

Before the dawn two of them had come up out of the darkness and lumbered over our front line trenches looking towards the enemy as though hungry for breakfast. Afterwards they came across No Man's Land like enormous toads with pains in their stomachs, and, nosed at Martinpuich before testing the strength of its broken barns and bricks.

The men cheered them wildly, waving their helmets and dancing round them. One company needed cheering up for they had lost two of their officers the night before in a patrol adventure, and it was the sergeants who led them over.

Twenty minutes after the first waves were inside the first trench of Martinpuich and in advance of them waddled a monster.

The men were held up for some time by the same machine-gun fire which has killed so many of our men, but the monsters went on alone, and had astounding adventures.

They went straight through the shells of broken barns and houses, straddled on top of German dug-outs, and fired enfilading shots down German trenches.

GERMAN IN A "TANK."

From one dug-out came a German colonel with a white, frightened face, who held his hands very high in front of the Tank, shouting, "Kamerad! Kamerad!"

"Well, come inside then," said a voice in the body of the beast, and a human hand came forth from a hole opening suddenly and grabbed the German officer.

For the rest of the day the Tank led that unfortunate man about on the strangest journey the world has ever seen.

Another Tank was confronted with 100 Germans, who shouted "Mercy! Mercy!" and at the head of this procession led them back as prisoners to our lines. Yet another Tank went off to the right of Martinpuich, and was so fresh and high-spirited that it went far into the enemy's lines, as though on the way to Berlin.

The men were not so fortunate as the monsters, not being proof against machine-gun bullets and shell-fire. The enemy concentrated a very heavy fire upon them, and many fell. One boy—a fine, stout-hearted lad who had a keen and spirited look in spite of dreadful experience—told me a tale that Edgar Allan Poe might have written if he had lived to see things worse than anything in his morbid imaginings—one of our common tales.

A German crump killed a lance-corporal by his side and buried them both completely.

"It was just my steel hat that kept the earth from my face," said the boy, "and gave me a little handful of air to breathe. It was in a wee trench we had dug to get some cover. But now I was covered too much.

"It seemed like an hour I was there, but perhaps no more than half that time. I tried to shout, but could not. A man walked over my head, but did not know I was there.

"Presently they saw the lance-corporal's leg sticking out, and started to pull him. I got my hand out, and waggled it, and they started digging for me. It was just time. The veins were starting out of my head, and I was nearly gone."

It was late in the evening before the whole of Martinpuich was taken after fierce fighting, and it was the crowning triumph of a successful day.

The troops on the left side of the line did amazingly well and were handled well. They took 40 German officers and 1,400 other ranks. Against them was the 2nd Bavarian Corps, whom many of our men had met before at Kemmel and the Hohenzollern and Ypres, glad now to pay off old scores against them.

On the right of the troops at Martinpuich the attack was swinging up to Flers across a wide stretch of difficult and perilous ground strongly defended.

The enemy was flinging over storms of shrapnel and high explosives, and many of our men fell:—but the wounded shouted on the others, if they were not too badly hit, and the others went forward grimly and steadily.

These soldiers of ours were superb in courage and stoic endurance, and pressed forward steadily in broken waves. The first news of success came through from an airman's wireless, which said:—

> A Tank is walking up the high street of Flers with the British Army cheering behind.

It was an actual fact. One of the motor monsters was there, enjoying itself thoroughly, and keeping down the heads of the enemy.

It hung out a big piece of paper, on which were the words:

GREAT.
HUN DEFEAT.
SPECIAL.

The aeroplane flew low over its carcase machine-gunning the scared Germans, who flew before the monstrous apparition. Later in the day it seemed to have been in need of a rest before coming home, and two humans got out of its inside and walked back to our lines.

But, by that time, Flers and many prisoners were in our hands, and our troops had gone beyond to further fields.

On the extreme right of our line of attack the fighting was hardest and fiercest of all, and is still very confused and uncertain to the north of Ginchy and in the direction of Guedecourt. In this direction the enemy fought with fine courage. Machine-gun fire swept our men from the direction of Morval and Combles, and the shell-fire was frightful in its violence.

Nevertheless, the first rush forward was magnificent on the part of the troops.

THE THIRD WAVE.

The enemy resisted stoutly along his first line. They kept up a severe rifle fire and machine-gun fire until our men were right on them, and then fought bayonet to bayonet.

Large numbers of them were killed and the troops swept through to the second line of trenches and took that.

A third wave passed through them to the third German trench, but before they reached this goal the German soldiers came out with their hands up and surrendered. Our men went on and on.

The officers waved on their men with their revolvers, and many fell leading their companies. It was one of the greatest charges in history, but drove out too far into the "blue" without sufficient co-operation with troops held up lower down by strong points and machine-guns. What the situation is there tonight I do not yet know, except that our men are fighting on the outskirts of Guedecourt.

It was a black day for Germany, and the hardest blow that has been struck at her pride by British troops. [illegible] the glory of the day is in the splendour of our men.

YOUR BREATH.......?

Is it offensive? Is your tongue as clean as it should be in the morning? If not let

PINKETTES

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Supplies the blood with the wasted nourishing and healthy flesh building materials. Very palatable.

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HAVE YOU A BAD LEG

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Send to the Drug Store for a Box of

GRASSHOPPER

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BOXING! BOXING!

THEATRE ROYAL.

GRAND ASSAULT-AT-ARMS
Under the auspices of the H.K.P.R. in aid of the
KITCHENER MEMORIAL FUND,
ON SATURDAY, 4th NOVEMBER, 1916,
BOXING, WRESTLING, WEIGHT-LIFTING AND CLUB-SWINGING.
PROGRAMME:
Extra Special 15 2-Minute Round Contest:
CORPL. SCOTT. R.E.,
Heavyweight Champion of the Colony.
v.
P.O. PADDY FINN, R.N.,
Finalist Army and Navy Middleweight Competition, Aldershot.
Special 10 2-Minute Round Contest:
SAPPER RICHARDS, R.E., v. SEAMAN MANNING, H.M.A.N.,
Lightweight Champion of the Colony. Winner of Many Contests.
Six 2-Minute Round Contet:
CORPL. HEATH, R.E., v. PTE. COTTON, K.S.L.I.
Six 2-Minute Round Contest:
PTE. BEESTY, K.S.L.I. v. PTE. PLIMMER, K.S.L.I.
Six 2-Minute Round Contest:
CORPL. WHITE, R.E., v. PTE. DAVIES, K.S.L.I.
Referee: H. J. GEDGE, Esq.
Timekeepers:—Sergt. PITT and Mr. A. B. ALLAN.
Prices: $5, $3, $2 & $1.
Sailors and Soldiers in uniform Half-Price to $2 Seats.
Band of the H.K.P.R. will render Selections during the evening.
Doors Open 8.30 P.M. Commence 9 P.M. Sharp.
BOOKING AT MOUTRIE'S.

[1160

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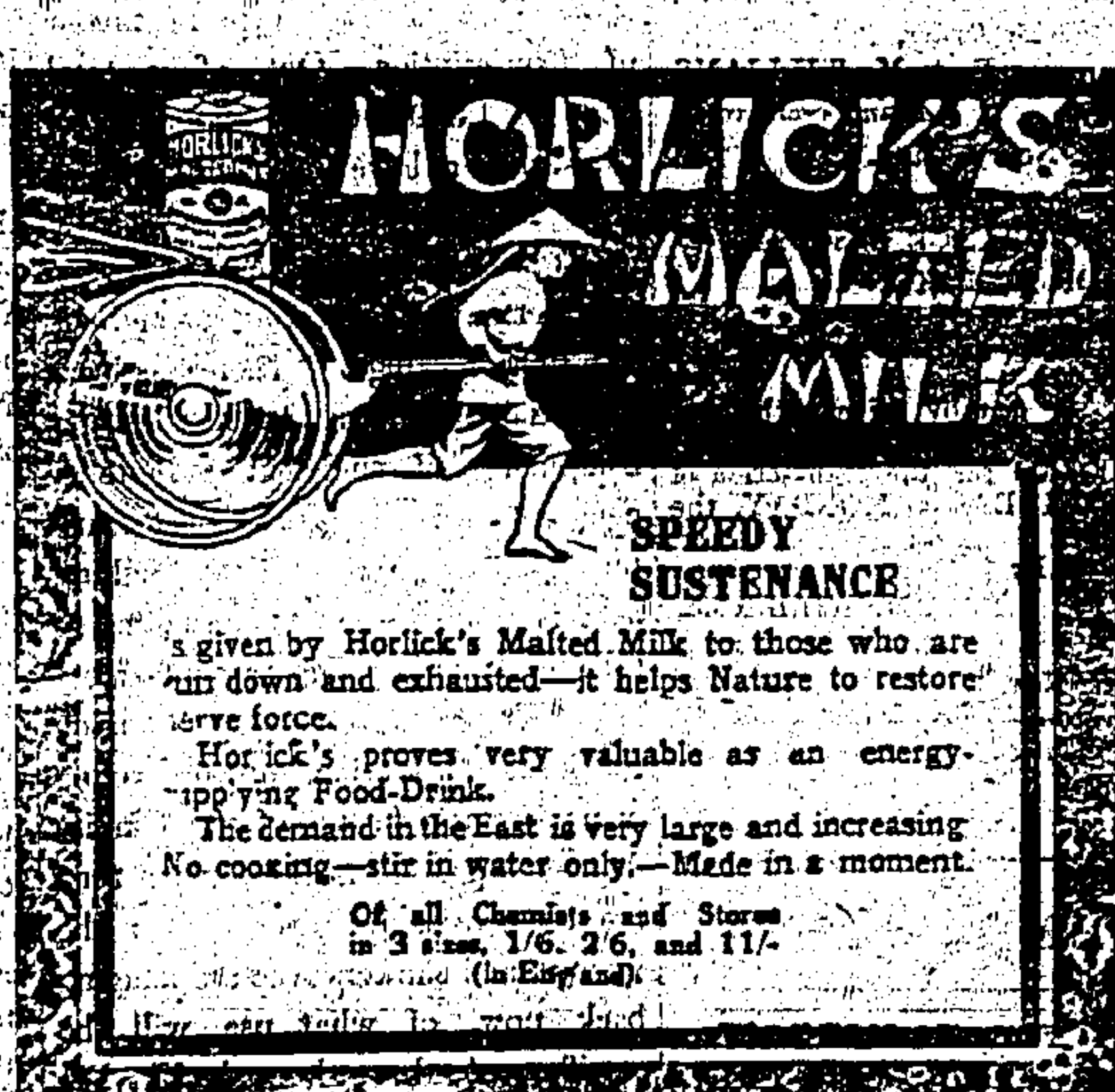
IN AID OF

"STAR & GARTER" FUND

"KISMET"

A. D. C. PERFORMANCE

MID-DECEMBER.



HORLICK'S MALTED MILK

SPEEDY SUSTENANCE

is given by Horlick's Malted Milk to those who are run down and exhausted—it helps Nature to restore nerve force.

Horlick's proves very valuable as an energy-supplying Food-Drink.

The demand in the East is very large and increasing. No cooking—stir in water only.—Made in a moment.

Of all Chemists and Stores
in 3 sizes, 1/6, 2/6, and 11/-
(In England).

Vessels Advertised as Loading

DESTINATION.	VESSELS.	AGENTS.	DATE OF LEAVING
Australia Ports, &c.	St. Albans	Gibb Livingston & Co.	Nov. 10, at 11 a.m.
Australia Ports, &c.	Eastern	Gibb Livingston & Co.	Dec. 23, at 11 a.m.
B'bay v. S'pore & C'bo	Rangoon Maru	Nippon Yusen Kaisha	Nov. 16.
Boston & New York	Egremont Castle	Dodwell & Co. Limited	About Nov. 8.
Genoa	Merionethshire	Jardine, M'son Co. Ld.	End of Nov.
Honolulu via Japan &c	Seiyo Maru	Toyo Kisen Kaisha	Nov. 11, at Noon.
Haiphong	Kaifong	Butterfield & Swire	Nov. 10, at 10 a.m.
K'lung, S'tow & Amoy	Kaijo Maru	Osaka Shosen Kaisha	Nov. 5, at 10 a.m.
London v. S'pore &c.	Nyanza	P. & O. S. N. Co.	About 17, Nov.
London & Bombay &c.	Malta	P. & O. S. N. Co.	Dec. 1, at Noon.
London v. S'pore &c.	Haga Maru	Nippon Yusen Kaisha	Nov. 16, at Noon.
London & S'pore &c.	Neleus	Butterfield & Swire	Nov. 8.
Manila	Loongsang	Jardine, M'son Co. Ld.	Nov. 4, at 3 p.m.
Manila	Yuensang	Jardine, M'son Co. Ld.	Nov. 11, at 3 p.m.
Manila	Talthybius	Butterfield & Swire	Nov. [illegible]
Manila, Cebu & Iloilo	Taming	Butterfield & Swire	Nov. 7, at 4 p.m.
Manila, A'tralian Port.	Taiyuan	Butterfield & Swire	Nov. 6.
Moji, Kobe & Y'hama	Chiyo Maru	Dodwell & Co. Ld.	Nov. 24.
N'kai, Kobe & Y'hama	Tango Maru	Nippon Yusen Kaisha	Nov. 11, at 10 a.m.
New York v. Japan &c.	Kanagawa Maru	Nippon Yusen Kaisha	Middle of Nov.
San Francisco v. Japan	Venezuela	Pacific Mail S. S. Co.	
San F'cisco, v. Japan	Korea Maru	Toyo Kisen Kaisha	Nov. 20, at Noon.
San F'cisco v. Japan	Tenyo Maru	Toyo Kisen Kaisha	Dec. 19, at Noon.
San Francisco v. Japan	Siberia Maru	Toyo Kisen Kaisha	Dec. 13, at Noon.
San F'cisco v. N'saki	China	China Mail Co. Ltd.	Nov. 15.
Shanghai	Choysang	Jardine, M'son Co. Ld.	Nov. 7, Daylight.
Shanghai	Wingsang	Jardine, M'son Co. Ld.	Nov. 10, Daylight.
Shanghai	Yingchow	Butterfield & Swire	Nov. 5, Daylight.
Shanghai	Chenan	Butterfield & Swire	Nov. 7, at 4 p.m.
S'hai & Japan Ports	Malta	P. & O. S. N. Co.	Nov. 9.
S'hai & Japan Ports	Nankin	P. & O. S. N. Co.	Nov. 20.
S'hai & Japan Ports	Neleus	Butterfield & Swire	Nov. 7.
S'hai & Japan Ports	Cyclops	Butterfield & Swire	Nov. 8.
S'hai, Kobe & Y'hama	Katori Maru	Nippon Yusen Kaisha	Nov. 5, at 10 a.m.
S'hai, Kobe & Y'hama	Tosa Maru	Nippon Yusen Kaisha	Nov. 17.
S'hai, Moji & Kobe	Yetorofu Maru	Nippon Yusen Kaisha	Nov. 10.
S'pore, Pang & Cal'ta	Kumsang	Jardine, M'son Co. Ld.	Nov. 7, at Noon.
S'tow, Amoy & F'chow	Haihong	Douglas Lapraik & Co.	Nov. 5, at 10 a.m.
S'tow, Amoy & F'chow	Haitan	Douglas Lapraik & Co.	Nov. 7, at 11 a.m.
Sydney, M'bourne &c.	[illegible] Maru	Nippon Yusen Kaisha	Nov. 6.
Sydney, M'bourne &c.	Aki Maru	Nippon Yusen Kaisha	Nov. 14, at 11 a.m.
S'pore, Mauritius &c.	Salamis	The Bank Line [illegible]	Nov. 20.
Tientsin & Weihaiwei	Chioshing	Jardine, M'son Co. Ld.	Nov. [illegible], Daylight.
V'ria B.C. Seattle &c.	Yokohama Maru	Nippon Yusen Kaisha	Nov. [illegible], at Noon.
V'ria B.C. Seattle &c.	[illegible] Maru	Nippon Yusen Kaisha	Dec. 16, at Noon.
Victoria T'ma & Japan	Canada Maru	Osaka Shosen Kaisha	Nov. [illegible]

WATSON'S
FINEST OLD
BROWN BRANDY
E
QUALITY.
25 YEARS IN WOOD.

A. S. WATSON & Co., Ltd.,
WINE & SPIRIT MERCHANTS,
TELEPHONE No. 616.

To-day's Advertisements

WANTED.

ONE PORTUGUESE and ONE CHINESE JUNIOR CLERK with good hand-writing and knowledge of English.

Apply personally to the Undersigned with written application.

The MANAGER,
NIPPON YUSEN KAISHA.
Hongkong, Nov. 3, 1916. 1208

FOR SALE.

ELK-HOUNDS, 6 weeks old. The mother 1st Prize and the father 2nd Prize at Hongkong Dog-Show, 1916.—Apply to V. K. BJERRE, The Great Northern Telegraph Co., or, 6 Morrison Hill.

Hongkong, Nov. 3, 1916. 1209

FIRE INSURANCE ASSOCIATION OF HONGKONG.

BANK HOLIDAY.

NOTICE is hereby given that all FIRE INSURANCE OFFICES will be CLOSED for the Transaction of PUBLIC BUSINESS on MONDAY, the 6th instant.

By Order,
E. A. M. WILLIAMS,
Acting Secretary.
Hongkong, Nov. 2, 1916. 1210

MARINE INSURANCE ASSOCIATION OF HONGKONG.

BANK HOLIDAY.

NOTICE is hereby given that all MARINE INSURANCE OFFICES will be CLOSED for the Transaction of PUBLIC BUSINESS on MONDAY, the 6th instant.

By Order,
E. A. M. WILLIAMS,
Acting Secretary.
Hongkong, Nov. 3, 1916. 1211

(Continued on page 8.)

THE DIARY.

MEMOS FOR TO-MORROW.

- 10.30 a.m.—Auction of Provisions at Messrs. Hughes and Hough's.
- 10.30 a.m.—Auction of Household Furniture at Messrs. Hughes and Hough's.
- H.K.C.C. v. Navy, Club ground.
- 9 p.m.—Assault-at-Arms at Theatre Royal, City Hall.

General Memoranda.

SUNDAY, Nov. 5:—
- 9 a.m.—Excursion to Macao by s.s. "Taishan".

MONDAY, Nov. 6:—
- Public Holiday.
- Shanghai Races—1st day.

TUESDAY, Nov. 7:—
- U.S.A. Election Day.
- 2.30 p.m.—Auction of Furniture, Blackwood ware, Brass ware etc. at Messrs. Hughes and Hough's.

WEDNESDAY, Nov. 8:—
- 11 a.m.—Auction of Various Articles at 10 Arbuthnot Road.

THURSDAY, Nov. 9:—
- 10.30 a.m.—Auction of Curtains, Sheets, Towels etc., at Messrs. Hughes and Hough's.

FRIDAY, Nov. 10:—
- 4.16 a.m.—Full Moon.

SATURDAY, Nov. 11:—
- King of Italy's birthda (1869).
- 10.30 a.m.—Auction of Miscellaneous Stock at Messrs. Hughes and Hough's.
- 2 p.m.—Ministering Children's League Sale of Work in Government House Grounds.

"OVERLAND CHINA MAIL"

THE WEEKLY EDITION OF THE "CHINA MAIL"

CONTAINS ALL THE NEWS OF THE WEEK.

PRICE 25 cts. (Cash) per Copy.

The China Mail.

HONGKONG, FRIDAY, November 3, 1916.

AUSTRALIA AND CONSCRIPTION.

IF the latest figures of the Referendum in Australia are a guide to the final result—and presumably they must be accepted as such—it shows that the Government of Australia will have to depend on the voluntary system for keeping the Australian battalions in the field at full strength. When one sees the lengths to which the Labour organisations in Australia have been going to secure an adverse vote the success of their campaign is not surprising. The remarkable thing is that the Referendum figures should show such a large vote in favour of Conscription. Out of a total vote of 1,849,000 the opponents of Conscription have a majority of less than 100,000. We have seen the case for conscription in Australia very succinctly put in terms something like the following: "There has been too much talk about no one desiring compulsion if sufficient volunteers come forward. It is just as necessary for us not to sacrifice all the willing as it is to force the able unwilling to take their part. The present safety of the Empire certainly depends upon the loyal self-sacrifice of our young men; but the future of the Empire depends upon the fathers, and if they are to consist in the main of the wasters and shirkers who are hanging back now, of what use will the sacrifice of the others be?" We were told in a telegram the other day, on the authority of Reuter's correspondent at Melbourne, that the figures of the Referendum give an altogether false idea of the attitude of Australians; and the *Melbourne Age* has told us that the anti-conscriptionists admit that Australians must not desert their kith and kin in the field, but "they simply refuse to sanction the proposed method of raising reinforcements in the Commonwealth." Well, we have had an opportunity of seeing some of the anti-conscription pamphlets which have been issued under the auspices of the "Australian Trades Union Anti-Conscription Congress" and it is difficult to reconcile these with any sort of sympathy with compulsion. The pamphlets we have seen were issued in the month of September and they denounced a Proclamation of the Government summoning single men to the camps. "Believing the Proclamation to be illegal, as well as perilous—and for many other weighty reasons—your all-Australian Congress of Trades Unions has unanimously resolved that a protest must be made." The protest was to take the form of stopping all work for a day—the 4th of October. "Not a cab, bus, tram or train should run, not a ship should sail, not a shop or factory or hotel or theatre should be open, not a newspaper should come out, not a butcher's baker's or grocer's cart should be seen in the street, not a man of the all-powerful working class should be at work." This is the kind of warfare that has been waged by the shirkers of Australia for what they have been pleased to call "the control of the lives and liberties of the people and for the maintenance of that 'government of, by, and for the people' upon which the eminence of Australia has been based and builded." They overlook the fact that all these things in Australia depend upon the maintenance of a military and naval power to protect them which Australia in itself does not possess, and it is a great pity that the shirkers of Australia could not be transported a little nearer the scene of the struggle so that they might realise what their liberties and their lives would be worth if the enemy were victorious enough in this war to extend his activities to Australia.

NEWS OF THE DAY.

LOCAL AND GENERAL.

By means of a duplicate key $2,925 was removed from a safe at 117 Des Voeux Road Central, last night.

Last night Madame Fairall's premises in Pedder Street were broken into from the rear and a clock and two pieces of silk valued at $50 stolen. An Indian watchman was supposed to be on duty at the time.

Monday, the 6th November, being a General Holiday, the Post Office will be open from 8 to 9 a.m. There will be one delivery of ordinary correspondence and one collection of letters from the pillar boxes. The Money Order Office will be entirely closed.

SOCIAL AND PERSONAL.

Mr. Archibald Rose, the British Commercial Attaché, continued his voyage by the homeward bound P. and O. steamer "Nore," which left to-day.

A Reuter's message states that M. Albert Sarraut has been appointed Governor of Indo-China, in place of M. Roume, who has resigned on account of his health. M. Sarraut was M. Roume's predecessor in that post.

In a casualty list published towards the end of September appears the name of Sec. Lieut. M. J. Breen of the East Yorkshire Regiment, as "previously reported wounded, now not wounded." We presume this to be Mr. M. J. Breen of the Hongkong Civil Service who went home on leave in June last year.

The late Mr. John Macgregor, one of the founders and senior member of the firm of Caldbeck, Macgregor and Co., was 80 years of age when he died a week ago. Mr. Macgregor was a native of Scotland. He came to the East in the late sixties and established himself in Hankow. He remained there a short time and then went to Shanghai, where he became a member of the staff of Messrs. Provand and Co. He later joined Messrs. George Smith and Co., which eventually was reorganized under the firm name of Messrs. Caldbeck, Macgregor and Co., in 1883. Mr. Macgregor went to England at the time of the reoganization and remained in London until his retirement, looking after the home interests of the business. He never returned to China. The deceased leaves a widow, two sons and two daughters. A son, Mr. John Macgregor, well-known in the East, is head of the firm in the London office.

ST. JOHN AMBULANCE ASSOCIATION.

WOMEN'S V.A.D.'S.

The St. John V. A. D. Members now at work (October, 1916) are allocated as follows:—

At Home.	In Military Hospital Wards	1810
" "	For General Service	134
" "	In Auxiliary Hospitals	76
Abroad.	In Military Hospitals	531
"	Serving under Joint Committees	71
		2622

CLOSING SHARE QUOTATIONS.

	3.30 p.m.	
Unions	$965	buyers
Douglases	125	buyers
Def. Indos	138	sellers
Docks	132	sales
Cements	10.65	sellers
Shanghai Docks	Tls. 90	buyers
Shanghai Cottons	121	buyers
Ewos	105	buyers
Kung Yiks	16½	buyers

A FAVOURITE RUB DOWN.

THE golfer, the football player and the all round athlete know the value of Chamberlain's Pain Balm. It is just the thing for a rub down after a hard game. All soreness disappears like magic and sprains and swellings are cured in one-third less time than by any other treatment. For sale by all Chemists and Storekeepers.

"OUR DAY" RESULTS IN HONGKONG.

A CONTRIBUTION OF £5,000.

SUMMARY OF ACCOUNTS.

Lady May's Rose Fund:—		
Acknowledged in Press	$7,592.59	
Sale of Roses on "Our Day"	12,613.58	
Auction of special Roses at Fair	510	
		$20,716.17
English Fair:—		
Gate	3,499.15	
Taken at various Stalls and Side-shows	8,791.71	
Taken at Tea Tent	941.62	
Advertisements	675	
		13,907.48
Concert and Fete at Gardens:—		
Gate	2,542.50	
Seats	1,101.00	
Programmes	583.55	
		4,227.05
Red Cross Concert at Victoria Theatre		1,650.40
Various subscriptions acknowledged in Press		1,061.15
Bank Interest		26.57
Gross Receipts		$ 41,587.82

(Further details of the above amounts will be published shortly).

The total expenses in connection with "Our Day" amounted to $1,846.75. The War Charities Committee have voted an allocation from their Fund of $5,108.74—making in all $44,850.81, the equivalent of which @ 2/2¾ = £5,000, has been remitted by telegram to the Joint War Committee of the British Red Cross Society and Order of St. John of Jerusalem, England, as Hongkong's contribution to "Our Day."

H. C. SANDFORD,
Hon. Treasurer.
Hongkong, 3rd November 1916.

(To the Editor of the "CHINA MAIL.")

Sir,—The total return of over $41,000 on "Our Day" is evidence of the generous response made by the Colony to the appeal of the Red Cross. Of this sum over $20,000 stands to the credit of the "Rose Fund:" and Lady May is anxious to record in the Press her appreciation of the efforts of all those who aided in reaching this splendid total. The suggestion to make "Our Day" in in the Colony a "Rose Day" originated with Mr. J. Owen Hughes, and was, of course, accepted at once. Mr. Hughes energetically carried out his idea, and very easily secured sufficient subscribers to secure the first supply of 10,000 roses. Subsequently the Hon. Mr. Lau Chu-pak, and Mr. Ho Kam-tong generously supplied the fund for a further 5,000, and in addition Mr. Ho Kam-tong provided some 700 roses made locally—all that could be made in the time available. In addition 12 satin roses were made and supplied by the mother of Mrs. Noronha and 2 large velvet roses by Madame Flint: which in all realised $510 at the auction; and four dozen satin roses were presented by Mrs. Botelho, and sold at $5 each. To all these ladies and gentlemen, Lady May wishes to make her acknowledgments: as well as to all those who so ably carried out the rose sale.

The grand total of $41,000 odd was not realised without very substantial assistance from many other sources and the Committee desire especially to record their thanks to the following:—

The Hongkong Electric Co. which designed and carried out all the illuminations free of charge.

The Hongkong Hotel, which built decorated and furnished the tea sheds, and supplied the service and the refreshments: and made over their gross takings to the Fund.

The Hongkong and Whampoa Docks and the Taikoo Docks for providing the "Finest Dancing Floor."

Messrs Noronha & Co. for all the tickets and much miscellaneous printing, and to the following long list for materials and labour given free of charge or at very reduced prices: Messrs Wiseman & Co., Mackintosh & Co., Komor & Komor, Bon Ton, J. P. Braga, "O Be Chairful," Kwong Sang, Ah Men & Co., Aquarius Co., Nestle Anglo-Swiss Co., British American Tobacco Co., Harry Wicking and Co., United Asbestos Co., China Sugar Refinery Co., John D. Hutchison and Co., Caldbeck MacGregor and Co., Colonial Dispensary, Lane Crawford Co., Kelly and Walsh, Kelly and Walsh's Printing Department, Powell and Co., Madame Flint, Fairall and Co., Mehta and Co., Kayamally and Co., Chelleram and Co., Hiptools and Co., Baba Fuki, Wing On and Co., Kwong Tai Loy, Sennett Freres, French Store, Anderson Music Co., Robinson Piano Co., Moutrie and Co., Alex. Ross and Co., Ltd., Hongkong Daily Press, Hongkong Telegraph, China Mail, South China Morning Post.

Yours faithfully,
E. R. HALLIFAX,
Hon. Secretary,
Working Committee "Our Day."

EMBEZZLEMENT BY A U.S. CONSULAR CLERK.

A Reuter's telegram from Harbin states that a clerk named Lange, employed at the American Consulate at Vladivostock, has disappeared with 40,000 Roubles.

ACCIDENTS WILL HAPPEN.

IT may be impossible to prevent an accident, but it is not impossible to be prepared for it. Chamberlain's Pain Balm is not beyond anyone's purse, and with a bottle of this liniment you are prepared for most anything. For sale by all Chemists and Storekeepers.

HONGKONG'S LANGUAGE SCHOOL.

OPENING CEREMONY LAST NIGHT.

A SCHOOL OF PROMISE.

The British Commercial Attaché at Shanghai, Mr. Archibald Rose, was a speaker last evening at the opening of the Chinese Language School instituted by the Hongkong Chamber of Commerce. The School is being held in the rooms lately occupied by the Y.M.C.A. in Des Voeux Road. Mr. G. T. Edkins (Butterfield and Swire) presided at the opening ceremony and others present included the Hon. Mr. Claud Severn (Colonial Secretary) the Hon. Mr. E. Shellim, the Hon. Mr. P. H. Holyoak, Messrs N. J. Stabb, S. H. Dodwell, E. V. D. Parr, A. S. D. Cousland, A. O. Lang, Montagu Ede, the Rev. T. W. Pearce, (Director of Studies at the Language School), and Mr. E. A. M. Williams, (Secretary of the Chamber of Commerce.

Mr. EDKINS, in introducing the Director of the School, Dr. Pearce, said:—In meeting together this afternoon to open this Language School, we are creating what I trust will prove to be an important auxiliary in the conduct of the Colony's commercial relations with China. The occasion is one of almost general interest, and the Committee of the Chamber are sorry that circumstances prevented them asking more to be present, the accommodation available being taken up mainly by the students themselves. It was hoped that His Excellency the Governor would be here, but he has expressed his regret that a previous engagement prevented his being present. We have the honour to have with us the Colonial Secretary, Hon. Mr. Claud Severn, and Mr. Archibald Rose, His Majesty's Commercial Attaché at Shanghai. They have each manifested a keen interest in the school and we should be happy if they will address us. I wish to introduce Dr. Pearce, who has undertaken control of the Cantonese studies. Dr. Pearce has been in Hongkong and China for 37 years, and is much respected for the work he has done, which has included a great amount of Cantonese translation. He is a member of the Colonial Government Examination Board, and I think we have reason to congratulate ourselves that we have been able to obtain his services from the outset of the formation of the school. It will be remembered that at the last annual meeting of the members of the Chamber of Commerce a resolution was passed asking the Committee to make it a duty of this year to establish a Chinese language school. Arising from this the Committee's desire was to provide for both Cantonese and Mandarin dialects, but circumstances have been against the formation of a class for Mandarin for the present. Cantonese providing a sufficient course for itself, was decided to start with that alone, rather than delay in opening the school. This, I believe, has received the general approval of the members of the Chamber. We may take it that the students who have come to form the nucleus of the school have determined on a successful course of study, and with the classes imbued with that spirit, together with the practical support tendered by the commercial houses of the Colony, I have no doubt the School has a successful future before it, with further developments in due course on wider lines. While the School is to deal primarily with the Chinese spoken language and the book and written characters, a knowledge of Chinese manners and practices as aids to intercourse are also in prospect, and generally it is hoped the school will develop along the lines of general advantage for relations with Chinese. With the beginning of study difficulties may occur and difficulty may develop in regard to teachers, on account of the limited number available. Such difficulties as these among others will be best removed if all co-operate for the general good of the school. Dr. Pearce will be best able to put this situation to you, and I would ask on his behalf your co-operation with him. Considering the abnormal times, and the military duties men are putting in, besides the ordinary calls of business, it is very gratifying to see the excellent support accorded by the students in support of the school. Mr. Rose has seen a good deal of the work of the Chamber of Commerce school in Shanghai, and with his wide experience of China will be able to offer us useful suggestions. On behalf of the Committee I wish Dr. Pearce, the Chinese teachers and the students every success in the work of the school, and I have much pleasure in introducing Dr. Pearce to the students.

Dr. PEARCE was loudly greeted on rising. He hoped, he said, that the room in which they had assembled would be a centre of enlightenment, stimulus and incentive to the study of the great vernacular which they were inaugurating. He sincerely hoped that every student would give of his best, and if any felt that they must give up without having obtained a knowledge of the language, he did not think they would be able to attribute it to any slackness or lack of enthusiasm on the part of the Director, who was prepared to put into the work of that school the best that was in him, and he would try to do his duty by every individual. There might be people who would say that they were starting under a disadvantage because the school was not in Canton, or in some other great commercial centre of China. The Chinese in Hongkong knew a little English, and they were eager to learn more, and he would ask the students to turn the tables upon the Chinese. They would be taught how to make every man their teacher. The great sage of China, Confucius, once said: "When three men are walking and I form one of them, the other two become my teachers." That was the spirit of the sage—(hear, hear)—and he wanted to instil that into the minds of the students. They would all have to be inbued with the spirit of the Ancient Mariner. As soon as they could tell a man a tale in Cantonese they must make him their victim; be he willing or otherwise, they must make him listen to them. There was only one way to learn Cantonese and that was to speak, speak, speak. He did not think it would be found a tiring study but an attractive one for a knowledge of Cantonese would not only be of great assistance to them in their commercial callings, but it would also give then an insight into Chinese social life and lead them to a wider knowledge, which they might never previously have thought possible. He thought the school would be the beginning of widened views and a general help to the commercial sphere in Hongkong (applause).

The Hon Mr. CLAUD SEVERN on behalf of H. E. the Governor said the Governor had given the idea of starting the school every encouragement, and he realised what a very important departure it would make in the commercial life of Hongkong. The suggestion came from the Chamber of Commerce, and it was forced upon them by the experience which they had obtained since the beginning of the war in seeing how extremely important it was that those who were going to have the conduct of the business of the Colony should be able to go out, or send their emissaries out, among the Chinese in the neighbouring provinces, and be able to open up business connections with them by speaking in the vernacular. He was glad to see that there was already an enrolment of 41 members; that was very promising. There were 35 British students, five Dutch, and one French. The Governor had already informed the Chamber of Commerce that not only would the school have every encouragement from the Government, but that it might be possible to arrange for certain members of the public service who were studying Chinese to attend the classes. (Applause.) They had done extremely well in getting the services of Dr. Peace as Director of Studies, as he was a profound student of Chinese, and was in entire sympathy with Chinese. On behalf of the Government he wished the school every success (applause.)

Mr. ARCHIBALD ROSE the British Attache, said this was the third occasion on which he had attended the inaugural meeting of a Chinese language school the first having been at Shanghai, the second at Hankow as he was passing through a few days ago and now here was Hongkong. He felt keenly about these schools because he had spent a lot of his career in China, living and travelling in the interior. It had come home to him most strongly that fellows up country who could talk Chinese—even if only a little—were in a very much better position than those who could not. He felt sorry for people who had to converse through an interpreter. It was very valuable to be able to talk to the Chinese merchants in their own tongue, for it opened up possibilities and assisted their judgment. A knowledge of the language also made life much more satisfactory if one were stationed in a place where, perhaps, one was the only white man. If one knew the language one would find a great many people ready to meet one in those lonely places, and it would contribute a good deal to the pleasure of life. When they started the school in Shanghai the pessimists said it was a very odd idea; that it was dreadful that young men should learn the Chinese language. But these people were not worth worrying about. At the end of six months the school was going very strong. (Applause.) Some of the men had fallen out, certainly, but he thought he might say that, on the whole, they had been driven out, because the earnest students did not want slackers to hinder their study and delay progress. The general spirit of the Shanghai School was very good and they were extremely keen. One of the students told him that he was so keen that he sometimes dreamed in Chinese—(Laughter.)—which was a peculiarly subtle sort of pleasure, but he didn't seem to mind. He thought the keenness was due largely to the interesting manner in which Chinese was taught in the Chamber of Commerce schools. It compared most favourably with the manner in which it was taught in the old days. As to the question of dialects, the speaker said that in Shanghai they decided, being a Northern port, that Mandarin should be the language taught, and they had had to take in a certain number of scholars who were learning the local dialects. It was sounder, really, in a place like Hongkong to learn Cantonese, and once they had learned one dialect they would not find it difficult to take up another. He thought the difficulty of the dialects in Chinese had been enormously exaggerated, probably by people who had not studied the dialects themselves. At the opening of a school of that kind it was an immense pleasure to see such a distinguished gathering of taipans. They found in Shanghai that the influence of the taipans counted. They had done their best to make friends with them. The result was that most of them had become very interested, especially when they found their employees beginning to speak the language after six months. Some of the taipans had become so interested that they had made arrangements so that some work could be done during the day, and they had teachers on the premises. Another point which would be helpful in the running of the school was for the school to become, in a sort of natural way, a self-governing body. The Shanghai school was practically a self-governing body for although a sub-committee of the Chamber was appointed to run it, the scholars themselves had appointed a Committee with the Director sitting as an honorary member to assist in the arrangements. That had proved very satisfactory and was largely the reason of the school's vitality.

Mr. Rose, in conclusion, wished the school and students every good fortune. The learning of Chinese was perhaps the most definite thing the British had done in trying to shake themselves up during the last two years. The very fact that they were willing to give up a certain amount of time besides their work and military duties showed that they were in earnest and it was a good beginning for a new era of prosperity for them out here—(applause.)

The CHAIRMAN warmly thanked the speakers, and observed that the hints dropped would not be lost sight of.

The first school lesson was then proceeded with.

THANKS TO SIR CHARLES ELIOT AND THE UNIVERSITY.

The Chairman explained to the Press after the close of the proceedings, that by mislaying one of his notes he had omitted to refer to Sir Charles Eliot who was unavoidably absent. The Committee had had the sympathetic advice of Sir Charles Eliot throughout the organisation of the School and they were very much beholden to him. The Committee also desired to record their thanks to the University Authorities for the loan of desks.

SPORTING.

SCOTT v. FINN.

TO-MORROW'S BOXING CONTEST

The booking for to-morrow's boxing matches at the City Hall is very encouraging, indicating what a large interest has been aroused in the contest between Paddy Finn and Corpl. Scott R.E., the heavy weight Champion of the Colony, and winner of many well-known local bouts. Finn is not regarded as a favourite to the same extent as a week ago, owing to the reports in circulation about Scott's training and his latest achievements. Finn will have tremendous hard work in breaking up the long reach and strong defence of the champion, but when he does get in Scott will have to be very wary indeed. Finn has a remarkable record. He has loads of solid muscle, a sledge-hammer punch and clever tactics. He is described as a glutton for taking as well as receiving punishment. It is Finn's first real fight in Hongkong, and if he is to win he will not do it easily. Scott can be counted on taking no chances and but for unforeseen happenings the contest should go the whole fifteen rounds.

The management would be well advised in view of the lengthy programme to speed up the various contestants and not waste time dressing hands in the ring. Supporters should also make a point of securing seats, for the Hall will be packed to the doors.

SATURDAY'S SPORT.

CRICKET.

UNIVERSITY v. KOWLOON C.C.

The following will represent the University in the above match on Saturday at 2 p.m. on the Kowloon ground:—Ng Sze Kwong (Capt.), G. E. Marley, F. A. Redmond, K. Brayshay, J. D. Wright, A. H. Rumjahn, A. de Sousa, D. P. Dixon, A. E. Golding, D. K. Samy and Chow Yat Cheng. Scorer, K. S. K. Kwok.

C.R.C. 2ND XI. v. UNIVERSITY 2ND XI.

The following will represent the University 2nd XI. in the above match on Saturday at 2 p.m. on the C. R. C. ground:—C. A. Middleton Smith, T. A. Matthewman, W. J. Hinton, W. Gittens, J. C. Thivy, R. Anderson (Capt.), J. M. Jack, F. J. Ede, H. Hung, Wei Wing Hon, and A. Ismail.

H.K.C.C. v. NAVY.

The following will represent H.K.C.C. in their game with the Navy to-morrow:—T. E. Pearce (Capt.), G. E. Aubrey, R. M. Austin, J. Glaister, R. Kennedy, M. M. Maas, L. D. McNicoll, Major T. A. Robertson, H. H. Tayler, R. P. Thursfield, F. Syme Thomson.

K.C.C. v University on Saturday 4th Nov. 1916 2.15 p.m. on K.C.C. Ground. The following have been selected:—J. P. Robinson, A. Overy, J. V. Braga, B. D. Evans, W. H. Stapleton, S. E. Green, E. J. Edwards, W. T. Elson, F. W. Wood, A. O. Brawn.

K.C.C. MATCHES.

The following have been selected to represent Kowloon against Rest on Monday 6th November at 10 a.m. sharp on K.C.C. Ground:—Major J. A. Robertson, J. P. Robinson, B. D. Evans, J. V. Braga, J. S. Stalker, W. H. Stapleton, F. S. Thompson, S. E. Green, R. P. Thursfield, M. M. Maas and R. Kennedy.

CHAMBERLAIN'S COUGH REMEDY.

WHEN you have a bad cold you want a remedy that will not only give relief, but effect a prompt and permanent cure, a remedy that is pleasant to take, a remedy that contains nothing injurious. Chamberlain's Cough Remedy meets all these requirements. It acts on nature's plan, relieves the lungs, aids expectoration, opens the secretions and restores the system to a healthy condition. This remedy has a world wide sale and use, and can always be depended upon. For sale by all Chemists and Storekeepers.

THE WAR.

LATEST TELEGRAMS.

(Reuter's Service to the China Mail.)

GERMANS EVACUATE FORT VAUX.

LONDON, Nov. 2.

A German official announcement states: Finding Fort Vaux untenable, owing to the French bombardment, we evacuated and blew up the fort.

THE PROGRESS OF THE FRENCH.

PARIS, Nov. 2.

A communiqué states:"

"Despite persistent bad weather, we followed up during the night the advantage we gained between Les Boeufs and Sailly-Saillisel and consolidated the ground won. We carried several *points d'appui* and cleared out several machine-gun emplacements. During these operations we took 186 prisoners, including eight officers, making a total of 536 in this sector since yesterday.

The night was relatively calm on the right of the Meuse, and there was nothing of note elsewhere.

Three enemy aeroplanes were brought down in the Somme region, one at Verdun and one in Alsace.

A French air squadron machine-gunned an infantry column at Azannes and trains at Conflans and Mangiennes."

THE BRITISH FRONT.

LONDON, Nov. 2.

General Sir Douglas Haig's latest message is: Heavy rain; nothing to report.

THE BALKAN FRONT.

GENERAL SAKHAROFF TO COMMAND IN DOBRUDJA.

BUKHAREST, Nov. 2.

General Sakharoff, who has been commanding in Galicia, has arrived here and will take over the command in Dobrudja.

ANOTHER SERBIAN SUCCESS.

LONDON, Nov. 2.

A Serbian official message states that the Serbians repulsed an attack at Budimirci and advanced and captured trenches on the right bank of the Cerna.

The French now hold Gridiloyo.

LATER.

A French official report from Salonika states: The Serbians repulsed Bulgarian counter-attacks in the region of the Cerna and progressed well despite lively resistance by the enemy who suffered appreciable losses and left prisoners.

THE "DEUTSCHLAND'S" VOYAGE.

WASHINGTON, Nov. 2.

The German submarine *Deutschland* brought 750 tons of dye-stuffs and medicines and chemicals.

Captain Koenig stated that he took a course north of the Orkneys and was submerged for not more than a hundred miles.

He did not know the fate of the *Bremen* which sailed on September 26th with two months' supplies.

HOUSEHOLD CAVALRY AS INFANTRY.

LONDON, Nov. 2.

His Majesty the King has wished "God-speed" to a battalion of Household Cavalry who are going to the front as infantry.

KING HONOURS ARMY DOCTORS.

FOR SERVICES IN A GERMAN TYPHUS CAMP.

LONDON, Nov. 2.

The King has conferred the C.M.G. on Major Philip Davy, and the D.S.O. on Captain Augustus Williams and Captain Arthur Brown of the R.A.M.C., for services in connection with the epidemic of typhus in the prisoners-of-war camp at Gardelegen.

BRITISH WARSHIPS THWART A GERMAN CAPTURE.

A BATAVIER LINER INCIDENT.

AMSTERDAM, Nov. 2.

The *Hetvolk* reports that the Batavier line steamer *Ordambt*, which left the Hook of Holland yesterday, was stopped by a German submarine which placed a prize crew on board in order to take her to Zeebrugge.

This morning a British destroyer stopped the vessel and captured the prize crew, who endeavoured to sink the *Oldambt* by means of two bombs.

Another account says a flotilla of German torpedo-boats held up the *Oldambt*, but they fled on the approach of British cruisers after ordering bombs to be placed in the engine-room.

It is stated that the *Oldambt's* crew is either on board a British torpedo-boat or at Maas lightship.

THE GERMAN SET AGAINST NORWEGIAN SHIPPING.

A MERCHANT FLEET FOR SALE.

BERGEN, Nov. 2.

Eight Bergen steamers valued at a quarter of a million sterling were sunk in October.

One of the largest Norwegian shipping companies is negotiating the sale of its fleet for 2¼ millions sterling.

COPENHAGEN, Nov. 2.

A Christiania telegram states that steamship shares rose sharply yesterday on reports of the prospect of a German-Norwegian settlement.

SUBMARINE PIRACY.

LONDON, Nov. 2.

The Norwegian steamers *Delta* and *Tromp* and a trawler have been sunk.

THE CITY AND SUBMARINE PIRACY.

MORE VIGOROUS NAVAL POLICY DEMANDED.

LONDON, Nov. 1.

A crowded meeting held in the City enthusiastically passed a resolution demanding a more vigorous Naval policy and also a declaration by the Government that the peace terms shall include the replacement by Germany of the sunken vessels belonging to the Allies.

LABOUR PARTY IN TASMANIA AND CONSCRIPTION.

HOBART, Nov. 2.

The Tasmania State Labour Party has deposed the pro-Conscriptionist leader Earle.

THE MAGISTRACY.

AN ARMY COOK IN TROUBLE.

This afternoon the cook employed at Whitfield Barracks was discharged with a caution by Mr. Hazeland on a charge of stealing a tin of army beef. The beef was supplied by a compradore and there were two tins surplus which were ordered to be returned. The cook said he went to the compradore but as he would only give 16 cents a tin he paid 20 cents to the mess boy and kept the tins himself. He ate the contents of one tin.

The Magistrate thought defendant had been guilty of a technical offence but on Mr. Faithful (for the defence) showing that the Government had not lost anything defendant was discharged as stated.

WHY IT SELLS.

CHAMBERLAIN'S Cough Remedy is the largest selling cough medicine in the world to-day, because it does exactly what a cough remedy is supposed to do. It stops the cough by curing the cold, and does it speedily and effectually. For sale by all Chemists and Storekeepers.

EARLIER TELEGRAMS.

THE WESTERN FRONT.

SUMMARY OF RECENT BRITISH OPERATIONS.

31,132 PRISONERS.

LONDON, Nov. 2.

General Sir Douglas Haig, giving a summary of the operations, says there has been heavy rain almost daily since October 10. The chalk soil of the upland between the Ancre and the Somme is a wilderness of mud; nevertheless, we advanced our front towards Butte and Warlencourt and in the neighbourhood of Gueudecourt and Les Boeufs.

A captured German Order, dated October 20th, emphasises the necessity of re-capturing the Schwaben Redoubt, which is the pivot of the position, because "it is an extremely important point." The enemy between September 30th and October 20th delivered eleven counter-attacks in the neighbourhood of Schwaben, but they were always repulsed with heavy losses. His counter-attacks at Schwaben on October 21st were opportune for us, and we replied by taking the whole of Regina and Stuff redoubts and 1,100 prisoners. The Canadians and the New Army were engaged and deserve great credit. It was a signally economic victory.

The prisoners within the fortnight bring the total taken on the Somme to 31,132.

IMPORTANT GAINS BY THE FRENCH.

PARIS, Nov. 2.

"A communiqué says:—

North of the Somme we made important gains during the day following up our night successes. North-east of Les Boeufs we captured, after a rapid action, two new enemy trenches and took 125 prisoners.

Another attack south-east of Saillisel captured a strong trench system on the western fringe of St. Pierre Vaast Wood with 50 prisoners.

It is confirmed that the German attack on Sally-Saillisel in the morning was a great effort to eject us from the village. The defeat of the enemy was complete and most sanguinary, judging from the number of bodies on the battlefield.

THE VERDUN FRONT.

On the Verdun front the artillery duel was most violent in the Douaumont sector. We have taken at Verdun since October 24th a total of 6,011 unwounded prisoners, including 138 officers. As regards material, we captured on October 24th alone, so far as we have counted, 15 guns (including 5 heavy guns) and 51 trench guns, 144 machine-guns, 2 wireless installations and numerous rifles, bombs, shells, etc.

The day was quiet over the rest of the front.

Two German aeroplanes were felled in aerial fights at the Somme front yesterday.

THE ITALIAN FRONT.

GOOD WORK BY AIRCRAFT.

LONDON, Nov. 2.

An Italian semi-official statement says that fine weather on October 31st enabled the resumption of artillery and aeroplane activity. The Austrian second line east of Gorizia and Carso were heavily bombarded.

Italian aeroplanes mastered those of the enemy, driving them off in numerous fights and destroying two.

Besides this, fourteen Italian battle-planes dropped 2½ tons of explosives on railway centres in the Austrian rear. The escorting chaser-planes had numerous fights and drove off the enemy machines.

THE CONSCRIPTION REFERENDUM IN AUSTRALIA.

MELBOURNE, Nov. 2.

The Referendum figures up to the present are:

No. .... 966,000.
Yes .... 883,000.

The resignations of Ministers Liggs, Gardiner and Russell have been accepted.

BRISBANE, Nov. 2.

The pro-conscriptionists, Senator Givens and Representative Lamford, have been expelled from the Labour Party.

SYDNEY, Nov. 2.

A score of Labour Members of Parliament have withdrawn their support from Mr. Holman and have formed a new Party.

AUSTRIA CALLING UP HER ELDERLY MEN.

ZURICH, Nov. 2.

The Austrian Landsturmers from 45 to 50 years of age have been called up.

AMERICA AND THE "MARINA" OUTRAGE.

PRESIDENT WILSON ANXIOUS FOR INFORMATION.

LONG BRANCH, N.J., Nov. 2.

President Wilson on learning that six Americans were killed on the *Marina* telegraphed to Mr. Lansing to expedite the securing of the facts.

Mr. Lansing replied that he had asked Mr. Page (the Ambassador in London) for information and was also informally inquiring in Germany.

BRITISH-INDIA LINER STRIKES A MINE.

LONDON, Nov. 1.

The British-India liner *Mantola* has been towed into the Albert Dock, considerably down by the head.

She is reported to have struck a mine in the North Sea.

STEAMERS SUNK.

LONDON, Nov. 1.

The following steamers have been sunk *Caerloch* and *Raun* (Norwegian). The crews were saved.

The *Rioporahy* (British) has also been sunk. Thirteen of her crews have been landed; a boat is missing.

LATER.

The Norwegian steamers *Falkejell* and *Torsdal* have been sunk. The crew of the latter has landed.

THE DISTRESS IN POLAND.

THE POPE'S APPEAL BRINGS FOUR MILLION FRANCS.

ROME, Nov. 2.

The Pope's appeal to the Catholic Bishops throughout the world for assistance for Poland has brought four million francs to the Vatican, the money will be sent to the Polish Committee in Switzerland.

SIXTEEN YEARS OF LITIGATION.

LORD CHANCELLOR ON THE "LAW'S DELAYS."

LONDON, Nov. 2.

During the hearing of an Indian Appeal case before the Privy Council, in a suit filed in 1900, the final decision from which the appeal was made being given in 1908, the Lord Chancellor said that it was a plain attempt to interfere with people in possession of their estate, and the quarrel had been protracted for sixteen years. One of the first benefits of civilization was that man should be secured in peaceable possession of his property, and his right to possess should be settled as quickly as possible. Delays of this kind were a gross scandal and those responsible should suffer.

WOLFRAM-BEARING AREA FOUND IN AUSTRALIA.

LONDON, Nov. 1.

The Sydney correspondent of the Times telegraphs that eight square miles of wolfram-bearing area has been found at Hatch Creek, Northern Territory.

THE SALE OF INDIAN WHEAT.

LONDON, Nov. 1.

The Royal Commission on the Wheat Supplies has appointed the following three firms as agents for the sale of Indian wheat: Messrs. Louis Dreyfus, Messrs. Samuel, Sanday and Messrs. Strauss, Limited. The agents will sell only to millers either direct or through brokers at prices fixed by the Commission. The re-selling at a profit of the wheat bought from the Commission or agents is not permitted.

DUTCH INDIAN FORCES.

THE HAGUE, Nov. 2.

Several members of the Budget Committee have recommended the strengthening of the Dutch Indian forces as speedily as possible.

THE AMERICAN EXPORT OF MUNITIONS.

COLUMBUS, (INDIANA), Nov. 2.

Mr. Hughes has indicated that he would not prohibit the export of munitions.

"HOT TIMES" IN FRANCE.

"MR. FRITZ NOW STEADILY ON THE RUN."

Revenue Officer Knight who joined the Scots Guards when home on leave his written to a colleague as under:—

I am pleased to say I am in the best of health and hope all the boys are the same. Well,—if I have the luck to pull through this lot, I shall have a lot of experiences to relate. We are resting at present after what you may term a very hot time. However, I think we have Mr Fritz well on the move now, so am hoping it won't be long before he begins to think about throwing up the sponge. I have just about had enough of it, and shall be real glad to get back to good old sunny Hongkong. There is no doubt life is a proper gamble here. Some of the poor devils get a nap hand and under they go; others just a trick and away to "blighty" they go, but at present I have to sit quiet and carry on with the game. One thing, if I do have the luck to get back with you, no one will be able to say I shirked my bit, the same as a good many have been trying to do in England. Still, I think they are just about roping them in now, and I can assure you they will get a pretty warm reception when they do get out here. As you can imagine, we have to put up with some very rough times, but all the same we are as happy as mud larks. I have not dropped across any of the Hongkong boys here with the exception of Jock Clark of the Police, who is with me. He saw several of them in London; others I expect you will have heard have gone under, chiefly the H.R.H.'s. Fritz is getting a bit now of what he was giving at the commencement, and I can tell you it does not suit him at all. He is all right and quite brave when he is miles away banging away with his big guns, but when it comes to close quarters with a bit of steel it is hands up and "mircy Kamarades" ("my dear comrades!") at once and we might expect he gets it. I often think of the time that we used to have to work with them, and now look at the difference. I expect some of them are back here amongst it, the dirty——nothing is too bad for them. I don't suppose we shall be long ere we are in it again, in fact we are looking forward to it. Best chin chins.

EARLY COLDS.

BE careful of the colds you take at this time of the year. They are particularly dangerous. A neglected cold may mean a winter-long cold. Take Chamberlain's Cough Remedy at once. For sale by all Chemists and Storekeepers.

RACING AT TIENTSIN.

RESULTS OF THE MEETING.

FIRST DAY.

THE CHU-LIN STAKES (half a mile):—
Mr. Sinbad's Blackheath.
Mr. Kay Bee's Precido.
Mr. Elomac's Helcat.
Time, 60 3-5secs.

THE MAIDEN PLATE (one mile):—
Major Nathan's Progress.
Mr. Penury's Woozee-Kazoo.
Mr. Pembroke's Piccadilly.
Time, 2mts. 04 3-5secs.

THE TRIAL PLATE (one mile):—
Mr. J. H. Scott's Golofina.
Major Nathan's Patriot.
Mr. Elgey's White Hope.
Time, 2mts. 05 2-5secs.

THE STAYER'S CUP (one mile and a half):—
Messrs. Burton and Common's Arundel.
Mr. Random's Courage.
Mr. Sinbad's Sakura.
Time, 3mts. 28secs.

THE BANKERS' AND BROKERS' CUP (one mile and a quarter):—
Major Nathan's Patriot.
Mr. Ally's Verdun.
Mr. Random's Cardinal.
Time, 2mts. 39secs.

THE PEI-HO STAKES (three quarters of a mile):—
Mr. Random's Yuan.
Major Nathan's Prude.
Mr. Harrington's Acme.
Time, 1mt. 31 4-5secs.

THE NORTHERN CUP (one mile and a half):—
Mr. H. B. Kent's Futurist.
Mr. Stewiams' Consent.
Mr. Reisor's Flaneur.
Time, 3mts. 18 3-5secs.

THE GRIFFINS SCURRY (three quarters of a mile):—
Mr. Pembroke's Marble Arch.
Mr. J. M. D.'s Dross.
Mr. H. B. Kent's Kettledrum.
Time, 1mt. 31 2-5secs.

THE LIU LI CUP (two miles):—
Mr. Random's Caius.
Mr. J. M. D.'s Sir Eager.
Mr. Rhode's Mattapoisett.
Time, 4mts. 27 4-5secs.

SECOND DAY.

THE VISITORS' CUP (three quarters of a mile):—
Mr. J. H. Scott's Golofina.
Mr. H. B. Kent's Kettledrum.
Mr. Elgey's White Hope*.
Major Nathan's Prude*.
* Dead heat.
Time, 1mt. 31 4-5secs.

THE CHINA CUP (one mile):—
Mr. M. de Marain's Montrachot.
Messrs. Gilchrist and Buchan's Premier.
Mr. R. S. D.'s Otezel.
Time, 2mts. 08 1-5secs.

THE TIENTSIN ST. LEGER (one mile and three quarters).—
Mr. Penury's Woozee-Kazoo.
Mr. H. B. Kent's Futurist.
Major Nathan's Progress.
Time, 3mts. 50secs.

THE LADIES' PURSE (one mile and a quarter):—
Mr. Random's Yuan.
Mr. England's Don*.
Mr. Pembroke's Optimist*.
* Dead heat.
Time, 2mts. 45secs.

THE HAI-HO CUP (seven furlongs):—
Major Nathan's Prude.
Mr. William's Oh! You.
Mr. Stewiams' Consent.
Time, 1mt. 51 2-5secs.

THE CRITERION STAKES (one mile):—
Mr. Ally's Upwood Park.
Mr. J. M. D.'s Dross.
Mr. Rhode's Sekonnett.
Time, 2mts. 00 1-5secs.

THE TIENTSIN STAKES (one mile and three quarters):—
Mr. Ally's Verdun.
Mr. J. M. D.'s Sir Eager.
Mr. Random's Caius.
Time, 3mts. 50 1-5secs.

THE SUPERINTENDENT OF CUSTOMS CUP (one mile and a quarter):—
Major Nathan's Patriot.
Messrs. Burton and Common's Arundel.
Mr. Random's Cardinal.
Time, 2mts. 40 2-5secs.

THE AUTUMN CUP (three quarters of a mile):—
Mr. Ch. Marges' Verneriel.
Mr. T. H. B.'s White Wings.
Messrs. L. de Hoyer and J. Raindre's Mon Petit.
Time, 1mt. 33 1-5secs.

THIRD DAY.

THE HONG CUP (one mile):—
Mr. Pembroke's Piccadilly.
Mr. R. S. D.'s Otezel.
Mr. Penury's The Count.
Time, 2mts. 05 3-5secs.

A SWEEPSTAKES (one mile and a half):—
Mr. H. B. Kent's Futurist.
Mr. England's Don.
Time, 3mts. 20 1-5secs.

THE MONGOL CUP (three quarters of a mile):—
Mr. H. B. Kent's Kettledrum.
Mr. Harrington's Eureka.
Messrs. L. de Hoyer and J. Raindre's Mon Petit.
Time, 1mt. 31 4-5secs.

THE GRAND STAND CUP (one mile and a quarter):—
Mr. Pembroke's Optimist.
Mr. Elgey's White Hope.
Mr. Penury's The Count.
Time, 2mts. 45secs.

THE PARI-MUTUEL CUP (one mile and three quarters):—
Mr. Random's Caius.
Mr. Sinbad's Sakura.
Mr. J. M. D.'s Sir Eager.
Time, 3mts. 54 1-5secs.

THE FLY AWAY CUP (seven furlongs):—
Mr. William's Oh! You.
Mr. Random's Cardinal.
Mr. H. B. Kent's Kettledrum.
Time, 1mt. 49 3-5secs.

THE DOLONOR PLATE (one mile and a quarter):—
Messrs. L. de Hoyer and J. Raindre's Mon Petit.
Mr. England's Esk.
Mr. Rhode's Sakonnet.
Time, 2mts. 43 3-5secs.

THE CHAMPION STAKES (one mile and a quarter):—
Mr. J. H. Scott's Golofina.
Mr. Ally's Upwood Park.
Mr. Penury's Woozee-Kazoo.
Time, 2mts. 36 3-5secs.

THE CONSOLATION STAKES (one mile and a quarter):—
Mr. Stewiams' Consent.
Mr. R. S. D.'s Otezel*.
Mr. S. and D's Reve d'Amour*.
* Dead heat.
Time, 2mts. 45 3-5secs.

"POLAVON" ON FIRE.

BRIGADE COMPLIMENTED FOR SMART WORK.

The fire on the British prize ship *Polavon* yesterday, originated in the engine room, but the cause is unknown. It spread subsequently to the store and bunkers. The outbreak was discovered at 8.30 a.m. and at 11 a.m. the Fire Brigade, with assistance, had it extinguished. The Dock Co. pay a tribute to the work of the Brigade saying that great credit is due to Station Officer MacDonald and his men for the smart way in which they handled the fire.

Inspector MacDonald had the misfortune to fall down a hatch while the Brigade was at work. The place was full of smoke and some anxiety was felt for his safety. Before assistance could be sent, however, he emerged again practically unhurt.

Commander Beckwith, R.N., the Harbour Master, was present and valuable assistance was given by a Naval contingent from the Naval Dockyard.

The *Polavon* is now the property of the Asiatic Petroleum Co. and is being converted from a freighter into an oil "tank" steamer.

COMMERCIAL.

THE YARN MARKET.

Messrs. Polishwalla and Kotwall in their fortnightly report dated Nov. 2nd say:—

The improvement advised in our foregoing report, issued on the 19th ult., has become more pronounced during the fortnight and although the usual price question has impeded the progress of business in several instances, the market has been invested with a considerable vigour, a sensational rise of close upon ten dollars being chronicled. The tremendous advance, rapid though it is, appears justified by a combination of bullish factors, more prominent among them being (i) a further smart rise in Cotton which has now crossed the region of 11 d. (ii) the position of stocks which have run down to a strikingly low ebb and (iii) a considerable shrinkage of prospective supplies.

Owing to prohibitive rates demanded for Japanese sorts, Bombay 20s have been keenly sought for and a certain reputed chop is reported to have commanded the fabulous price of $170 which is an advanced of $20 on the last fortnight.

Clearances, although not so brisk as during the foregoing interval, have been encouraging enough.

The smart rise in prices that has eventuated during the short space of a fortnight, has naturally given a pause to further business and the caution exercised by dealers is only commendable. Rates however are fully maintained, and any serious set-back to the present values appears far from likely.

Total sales during the fortnight 8,600 Bales.

Sold and Unsold Stocks in godowns 21,000 Bales.

ARRIVALS.—The extra s.s. *Rangoon Maru* from Bombay has brought in 800 bales for Hongkong and 900 bales for Shanghai. Shipments from Hongkong to Shanghai and coast ports nil.

SHANGHAI.—Advises say about 5,000 Bales as fortnightly sales, the market closing quiet but firm.

JAPANESE YARN.—A tremendous rise on the Osaka Bourse has sent prices here to the skies, and few sellers have been in evidence, notwithstanding an advance of as much as $15 per bale.

Sales include:—

100 Bales	3 Horse....	No. 10 @	$15[illegible]	to	$160
900 "	Yellow Joss	" 20	" 15[illegible]	"	16[illegible]
600 "	Nagasaki...	" 20	" 167	"	172
100 "	Setsu ...	" 20	" 190	"	[illegible]

RAW COTTON.—Bengal and Chinese no sales. Stock Bengal 200 bales, and 100 bales Chinese.

Quotation Bengal @ $29 to $3[illegible]
Chinese .... " 32 " 33 per picul.

HARPER'S
CIRCULATING LIBRARY.
LATEST NOVELS BY THE BEST AUTHORS (COLONIAL EDITION) ARRIVE EVERY MAIL.
Purchase of one novel at $1.00 becomes a member, and is entitled to exchange same for any other novel on payment of 20 cents cash, Hongkong currency, for every change.
JUST RECEIVED
The Story Of A Great Sin — By Marie Connor Leighton
Love's Law — " Kate Horn
Ruth, The Woman Who Loved — " Horace W. C. Newte
Quittance — " H. Maxwell
Leatherface — " Baroness Orczy
Lost and Won — " Nat Gould
Lynne Court Spinney — " J. S. Fletcher
The S.S. "Glory" — " Frederick Niven
Dear Enemy — " Jean Webster
The Woman Who Lived Again — " Lindsay Russell
Queen's Dispensary
(HARPER & Co. Ltd.)
TEL. 492. 31, Queen's Road Central.

THE ONLY EXCLUSIVE ENGLISH TAILORS IN THE COLONY.
Diss Bros
No. 1, WYNDHAM ST. (Flower Street) ESTABLISHED 1860.

A handy lad with a hammer can do it well!
But we employ men who are expert to demonstrate the best way to use
"MALTHOID"
These men have learned from experience and will give you the benefit of their experience
—FREE!—
It will make a great difference in your roof!
CHEAP! CLEAN! WATERPROOF! "MALTHOID" LIGHT! SAFE! SNOWPROOF!
Agents, BRADLEY & Co., Ltd.
HONGKONG.

SHIPPING

P. & O. S. N. Co.

ROYAL MAIL SERVICE.

WILL despatch VESSELS to the Undermentioned PORTS on or about the DATES named :—

For	Steamers	To Sail.	Remarks.
SHANGHAI, MOJI & KOBE	MALTA Capt. C. C. Talbot, R.N.R.	about 9th Nov.	Direct Service.
LONDON & BOMBAY via SINGAPORE, PENANG, COLOMBO, Port Said & MARSEILLES	NYANZA Capt. J. Gaunt, R.N.R.	Noon 17th Nov.	Connecting at Colombo with Mail Steamer *Mongolia.*
SHANGHAI, MOJI & KOBE	NANKIN Capt. G. Manley.	about 20th Nov.	Direct Service
LONDON via SINGAPORE, PENANG, COLOMBO, Port Said & MARSEILLES	MALTA Capt. C. C. Talbot,	Noon 1st Dec.	Direct Service.

Wireless on all steamers. Return tickets at a fare and-a-half available to Europe for two years, or Intermediate Ports for six months. Round-the-world and through tickets to New York, at Special Rates.

For PASSAGE RATES, HAND-BOOKS, and FREIGHTS, apply to

E. V. D. PARR,
Acting Superintendent.

P. & O. S. N. Co's. Office,

O. S. K.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

AMERICAN LINE. FOR VICTORIA, AND TACOMA, Via MANILA, KEELUNG, SHANGHAI, NAGASAKI, MOJI, KOBE, YOKKAICHI AND YOKOHAMA.

† S.S. "CANADA MARU"......Capt. T. Suruga......Saturday, 11th Nov., at 3 p.m.

† Omitting Manila, Keelung and Nagasaki.

AUSTRALIAN LINE. FOR SYDNEY, MELBOURNE, AND ADELAIDE.

BOMBAY LINE. FOR BOMBAY, Via SINGAPORE, PORTSWETTENHAM, PENANG AND COLOMBO.

S.S. 'JAVA MARU'......Capt. S. Yanagi.........Tuesday, 7th Nov., at Noon.

JAVA LINE. For MANILA, SANDAKAN, MACASSAR, SAMARANG, SOURABAYA & BATAVIA.

S.S. "SHIBETORO MARU"...Capt. S. Yamane.....Tuesday, 7th Nov., at Noon.

FORMOSA LINE. FOR TAMSUI, KEELUNG, ANPING TAKAO, Via SWATOW, AND AMOY.

* S.S. "KAIJO MARU" ......Capt. Murakami......Sunday, 5th Nov., at 10 a.m.
‡ S.S. "SOSHU MARU" ....Wednesday, 8th Nov., at 8 a.m.
* Calling at Tamsui, Keelung via Swatow and Amoy.
‡ Omitting Tamsui and Keelung.

These Formosan Liners will arrive at and depart from the SOON YIP WHARF near the Harbour Office.

FOR FURTHER INFORMATION, APPLY TO :—

H. YAMAUCHI, *Manager.*

Tel. Nos. 744 & 745. No. 1, Queen's Building.

THE EASTERN & AUSTRALIAN STEAMSHIP CO, LIMITED.

MAIL SERVICE TO AUSTRALIA.

SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.

Steamers	Arrive Hongkong from Australia.	Leave Hongkong for Australia.
ST. ALBANS	—	10th Nov., at 11 a.m.
EASTERN	2nd December.	23rd Dec., at 11 a.m.

THE above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried.

All Steamers Fitted with Wireless Telegraphy.

For further particulars, apply to

GIBB, LIVINGSTON & CO.
Agents.

NATAL LINE OF STEAMERS

TAKING Cargo on through Bills of Lading to SOUTH AFRICAN PORTS with transhipment at CALCUTTA, in conjunction with the

INDO-CHINA STEAM NAVIGATION CO., LTD.
AND APCAR LINE.
Proposed Sailings from Hongkong.

Steamer from Hongkong,	on or about	Connecting at Calcutta with	On or about

For Freight and further particulars apply to

DODWELL & CO., LTD., *Agents.*

HONGKONG—NEW YORK.

REGULAR SAILINGS via PORTS and SUEZ and PANAMA CANALS.

(With liberty to call at the Malabar Coast).

For BOSTON & NEW YORK.

S.S. EGREMONT CASTLE .... On or about 8th November.

It is intended that the above vessel will proceed via Panama Canal.

For Freight & further particulars, apply to

DODWELL & CO., LTD., *Agents.*

THE NANYO YUSEN KAISHA

(SOUTH SEA MAIL S. S. CO.)

Regular Service of Steamers between Japan, Hongkong, Singapore, Batavia, Samarang and Sourabaya.

	Sails on or about
S.S. HOKUTO MARU, For Batavia, Cheribon, Samarang, Sourabaya, Macassar & Balikpapan	14th Nov.
S.S. CHIYO MARU, For Moji, Kobe & Yokohama	24th Nov.
S.S. BORNEO MARU, For Moji, Kobe & Yokohama...	8th Dec.
S.S. HIOJUN MARU, For Batavia, Cheribon, Samarang, Sourabaya, Macassar & Balikpapan	13th Dec.

For Freight or Passage apply to

DODWELL & CO., LD. *Agents.*

SHIPPING

C. N. C.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers	To Sail
SWATOW & SINGAPORE	Chengtu	Nov. 4, Daylight.
SHANGHAI	Yingchow	Nov. 5, Daylight.
SHANGHAI	Chenan	Nov. 7, at 4 p.m.
AMOY, MANILA, CEBU & ILOILO	Taming	Nov. 7, at 4 p.m.
HAIPHONG	Kaifong	Nov. 10, at 10 a.m.
TIENTSIN	Huichow	Nov. 10, at 4 p.m.

DIRECT SAILINGS TO WEST RIVER.—Twice Weekly.
S.S. 'LINTAN' and S.S. 'SANUI.'

☞ MANILA LINE. Twin Screw Steamers 'Chinhua,' 'Taming' & 'Tean.' Excellent Saloon accommodation amidships. Electric Fans fitted. Extra staterooms on deck, aft on 'Taming' and 'Tean.'

SHANGHAI LINE—PASSENGERS, MAILS & CARGO.

S.S. 'Anhui,' 'Chenan,' 'Luchow,' 'Yingchow,' 'Shantung' and 'Sinkiang,' with excellent accommodation, Electric Light and Fans in Saloon and State-rooms maintain a regular schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtsze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transhipment at Woosung.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Telephone No. 36.

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG
(SUBJECT TO ALTERATION).

For	Steamers	To Sail
* MANILA	*LOONGSANG*	SATURDAY, Nov. 4, at 3 p.m.
* TIENTSIN via WEIHAIWEI & CHEFOO	*CHIPSHING*	SUNDAY, Nov. 5, Daylight.
† SHANGHAI	*CHOYSANG*	TUESDAY, Nov. 7, Daylight.
* SINGAPORE, PENANG & CALCUTTA	*KUMSANG*	TUESDAY, Nov. 7, at Noon.
† SHANGHAI	*WINGSANG*	FRIDAY, Nov. 10, Daylight.
SINGAPORE, PENANG & CALCUTTA	*ONSANG*	SATURDAY, Nov. 11, at Noon.
* MANILA	*YUENSANG*	SATURDAY, Nov. 11, at 3 p.m.

RETURN TOURS TO JAPAN.

THE steamers *Kutsang, Namsang, Laisang & Fooksang* leave about every 3 weeks generally call at Shanghai en route for Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 23 days. This service is supplemented by the *Yatshing, Kumsang* leaving Hongkong at regular intervals for Yokohama (when sufficient inducement is offering) Kobe & Moji and returning thence direct to Hongkong. Time occupied 19 days.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified Surgeon is also carried.

* Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

† Taking Cargo on Through Bills of Lading to Yangtsze Ports, Chefoo Tientsin, Dalny, Weihaiwei.

‡ Taking Cargo on through Bills of Lading to Kudat, Lahad Datu, Simporna, Tawao, Usukan, Jesselton and Labuan.

Under Straits Government Passport Regulations. All European Passengers, leaving the Colony for Straits settlement, are required to produce on arrival at destination passports with their Photographs and description affixed thereto.

For Freight or Passage, apply to **Telephone No. 215.**

JARDINE, MATHESON & Co., Ltd.,
General Managers.

BRITISH INDIA STEAM NAVIGATION CO., LD.

NEW SERVICE OF STEAMERS BETWEEN

YOKOHAMA, KOBE, HONGKONG & RANGOON.

Steamers are despatched EASTWARD and WESTWARD at regular intervals taking Passengers and Cargo at Current Rates.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd,
Agents.

Telephone No. 215.

R.M.S.P.

THE ROYAL MAIL STEAM PACKET CO.

PROJECTED SAILINGS FROM HONGKONG.
SUBJECT TO CHANGE WITHOUT NOTICE

HOMEWARD.

For	Steamer	Date of Departure.
GENOA	MERIONETHSHIRE	End of November.

TRANS-PACIFIC SERVICE.

Sailing to VICTORIA, VANCOUVER, SEATTLE, TACOMA and PORTLAND.

For freight and further particulars, apply to

JARDINE, MATHESON & Co., Ltd.,
AGENTS.

Telephone No. 215 Sub. Ex. 10.

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

REGULAR SERVICE BETWEEN
CALCUTTA, STRAITS, HONGKONG, SHANGHAI AND JAPAN PORTS.

EASTWARD.

WESTWARD.

The above Steamer have excellent saloon accommodation for passengers and is fitted with all modern conveniences and carry a duly qualified surgeon.

For Freight or Passage, apply to

DAVID SASSOON & CO. LTD.,
AGENTS.

SHIPPING

DOUGLAS STEAMSHIP CO. LTD.

HONGKONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good Accommodation for First Class Passengers. Electric Light and Fans in Staterooms and Saloons. Excellent Cuisine.

SWATOW, AMOY & FOOCHOW

AND RETURN.

(Occupying 9 to 16 Days)

Steamship	Captain	Leaving.	
HAIHONG	Capt. J. W. Evans	SUNDAY,	5th Nov. at 10 A.M.
HAITAN	Capt. J. S. Thomson	TUESDAY,	7th Nov. at 11 A.M.
HAICHING	Capt. W. C. Passmore	FRIDAY,	10th Nov. at 11 A.M.

SWATOW

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage apply to—

DOUGLAS LAPRAIK & Co.,
General Managers.

TOYO KISEN KAISHA.

SAN FRANCISCO LINE.

via SHANGHAI, MANILA, the INLAND SEA, JAPAN & HONOLULU.

Sailings from Hongkong—Subject to change without notice.

Steamer.	Tons & Speed.	Leave Hongkong.
‡ KOREA MARU	18,000-18 knots	Wed., 29th Nov. at Noon.
SIBERIA MARU	18,000-18 knots	Wed., 13th Dec. at Noon.
TENYO MARU	22,000-21 knots	Tues., 19th Dec. at Noon.
† NIPPON MARU	11,000-15 knots	Thu., 4th Jan. at 10.30 a.m.
SHINYO MARU	22,000-21 knots	Wed., 17th Jan. at Noon.
		Leave Nagasaki.
§ PERSIA MARU	9,000-14 knots	Mon., 20th Nov. at 10.30 a.m.

‡ Omitting Manila. † Via MANILA, Omitting Shanghai.
* Cargo only. § Omitting Manila and Shanghai.

First Class to **London** G$348. (£71-10.0) Return G$609. (£122)
" " " **San Francisco** G$250. " G$437.50.

SPECIAL RATES given to Naval and Military, Civil Servants, Missionaries, etc.

ROUND THE WORLD tickets issued in connection with all the principal Mail Lines and the Trans-Siberian Railway.

Passengers may travel by Railway between Ports of Call in Japan free of charge.

SOUTH AMERICA LINE.

For Japan Ports, Honolulu, San Francisco, Los Angeles, Salina Cruz, Balboa, Callao, Arica, Iquique and Valparaiso, Thence by Trans Andean Route to Buenos Aires, etc.

Steamer.	Tons & Speed.	Sailing.
SEIYO MARU	14,000-13 knots	Sat., 11th Nov. at Noon.

For full particulars as to Passage and Freight apply to

T. DAIGO *AGENT.*

Telephone 291. KING'S BUILDING (Opposite Blake Pier).

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

Destination.	Steamers. Displacement.	Sailing Dates.
LONDON Via SINGAPORE, MALACCA, PENANG, COLOMBO, DELAGOA BAY, CAPE TOWN AND TENERIFE	§ KAGA MARU, Capt. Tozawa, Tons 12,500	THURSDAY, 16th Nov. at Noon.
	§ HAMO MARU. Capt. R. Shimidzu, Tons 16,000	THURSDAY, 7th Dec. at Noon.
VICTORIA, B.C., & SEATTLE, Via SHANGHAI, MOJI, KOBE, NAGOYA AND YOKOHAMA	§ YOKOHAMA MARU Capt. Terada, Tons 12,500	WEDNESDAY, 22nd Nov. at Noon.
	§ TAMBA MARU, Capt. Akamatsu, Tons 12,500	SATURDAY, 16th Dec., at Noon.
SYDNEY AND MELBOURNE, Via MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE	† HEISHIN MARU, Capt. ——, Tons 6,000	MONDAY, 6th Nov.
	§ AKI MARU, Capt. Yoshikawa, Tons 12,500	TUESDAY, 14th Nov. at 11 a.m.
CALCUTTA via SINGAPORE, PENANG & RANGOON.	KIRIN MARU, Capt. Sasaki, Tons 8,000	FRIDAY, 3rd Nov.
BOMBAY via SINGAPORE, MALACCA AND COLOMBO	RANGOON MARU, Capt. Kobayashi, Tons 8,000	MONDAY, 20th Nov.
NAGASAKI, KOBE & YOKOHAMA	§ TANGO MARU, Capt. Soyeda, Tons 13,500	SATURDAY, 11th Nov. at 10 a.m.
SHANGHAI, KOBE & YOKOHAMA	§ KATORI MARU, Capt. B. Kon, Tons 21,000	SUNDAY, 5th Nov. at 10 a.m.
	TOSA MARU, Capt. Sakamoto, Tons 10,000	SATURDAY, 18th Nov.
SHANGHAI, MOJI & KOBE	YETOROFU MARU, Capt. Hirata, Tons 8,000	SUNDAY, 12th Nov.

† Calling at Sydney and Melbourne only.

EASTBOUND NEW YORK LINE
via PANAMA CANAL.

(CARGO ONLY).

Destination.	Steamers.	Sailing Dates.
NEW YORK via SHANGHAI, KOBE, NAGOYA, YOKOHAMA, SAN FRANCISCO, PANAMA AND COLON	§ KANAGAWA MARU, Capt. Nojiri, Tons 12,500	Middle of November
	§ TSUSHIMA MARU, Capt. Murakami, Tons 15,000	First half of December.

§ Wireless Telegraphy.

For further information apply to

NIPPON YUSEN KAISHA,
[illegible] MORI, *Manager.*

Telephones No. [illegible]

NOTICES TO CONSIGNEES

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE S.S. "LAISANG," having arrived from the above ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong & Kowloon Wharf & Godown Co., Ltd., whence, and/or from the wharves, delivery may be obtained.

Goods not cleared by the 4th November, will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns where they will be examined. Claims against the steamer must be presented within 10 days of arrival otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by

JARDINE, MATHESON & Co., Ltd.
General Managers.

Hongkong, Oct. 30, 1916. 1195

"SHIRE" LINE OF STEAMERS, LIMITED.

NOTICE TO CONSIGNEES.

FROM MIDDLESBRO', LONDON GENOA, COLOMBO & STRAITS.

THE Steamship *Merionethshire,* having arrived from the above Ports, Consignees of Cargo by her are hereby informed that all Goods are being landed, at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves, delivery may be obtained.

Goods not cleared by the 4th November at 5 P.M. will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns where they will be examined on 3rd November, 1916, at 9.30 A.M. Claims against the steamer must be presented within 10 days of arrival otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by

JARDINE, MATHESON & Co., Ld.,
Agents.

Hongkong, Oct. 28, 1916. 1196

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM MIDDLESBRO', LONDON AND STRAITS.

THE Steamship

BENARTY,

Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 4th Nov. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 11th Nov., or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 4th Nov., at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON & Co.,
Agents

Hongkong, Oct. 30, 1916. 1194

TOYO KISEN KAISHA.

FROM SOUTH AMERICAN PORTS Via SAN FRANCISCO, JAPAN PORTS.

THE Steamship

"SEIYO MARU,"

The above named Steamer having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for countersignature, and to take immediate delivery of Cargo from alongside.

Cargo remaining undelivered on FRIDAY, 3rd November at Noon, will be landed at Consignees' risk and expense, and delivery must then be taken from the Company's Godown. Storage charges will be assessed on all Cargo remaining undelivered, on WEDNESDAY, 8th November at 5 P.M.

No Fire Insurance whatever will be effected.

No claims will be recognized after the Goods have left the Steamer or Godown.

All chafed and damaged Cargo will be landed into the Company's Godown, where they will be examined on 10th November at 10 A.M.

No Claims will be recognized if filed after the 23rd November, 1916.

T. DAIGO,
Agent.

Hongkong, Nov. 2, 1916. 1205

EUROPEAN AGENCY.

WHOLESALE Indents promptly executed, at lowest cash prices for all British and Continental goods, including:

Books and Stationery,
Boots, Shoes and Leather,
Chemicals and Druggists' Sundries,
China, Earthenware and Glassware,
Cycles, Motor Cars and Accessories,
Drapery, Millinery and Piece Goods,
Fancy Goods and Perfumery,
Hardware, Machinery and Metals,
Jewellery, Plate and Watches,
Photographic and Optical Goods,
Provisions and Oilmen's Stores,
etc., etc.

Commission 2½% to 5%.
Trade Discounts allowed.
Special Quotations on Demand.
Sample Cases from £10 upwards.
Consignments of Produce Sold on Account.

WILLIAM WILSON & SONS
(Established 1814).
[illegible]
[illegible]

SHIPPING

P. & O. S. N. CO.

ROYAL MAIL SERVICE

UNDER CONTRACT WITH HIS MAJESTY'S GOVERNMENT.

TO

MARSEILLES AND LONDON,

TAKING PASSENGERS AND CARGO TO

STRAITS, COLOMBO, INDIA, AUSTRALASIA, EGYPT, &c.

Steamers to Colombo	Leave Hongkong Noon	Connecting Mail Steamer from Colombo.	Due at Marseilles 1916.	Due London 1916.
NORE ...	Nov. 3	Through Steamer	Dec. 6	Dec. 17
NYANZA ...	Nov. 17	* MONGOLIA	Dec. 17	Dec. 24
			1917	1917
MALTA ...	Dec. 1	Through Steamer	Jan. 3	Jan. 14
NANKIN ...	Dec. 15	*KAISER-I-HIND...	Jan. 14	Jan. 21
NOVARA ...	Dec. 29	Through Steamer	Jan. 31	Feb. 11
SOMALI ...	Jan. 12	* KASHGAR	Feb. 13	Feb. 19
NYANZA ...	Jan. 26	Through Steamer	Feb. 28	Mar. 11
NAMUR ...	Feb. 9	* ARABIA	Mar. 11	Mar. 18

* Passengers change Steamers at COLOMBO.

Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

On the Australian Route Tickets Interchangeable with Orient Line.

SAILINGS DIRECT TO

SHANGHAI, MOJI, KOBE AND YOKOHAMA.

S. S.	Leave Hongkong About
MALTA	THURSDAY, 9th November.
NANKIN	MONDAY, 20th November.
NOVARA	SATURDAY, 2nd December.
SOMALI	SUNDAY, 17th December.
NYANZA	SUNDAY, 31st December.

Passengers may travel by Railway in Japan between Ports of Call free of charge. Return Tickets are available by Messageries Maritimes Company.

INTERMEDIATE STEAMERS (Non-Transhipment),

IN ADDITION TO THE ABOVE MAIL STEAMERS, WILL LEAVE DIRECT FOR

MARSEILLES AND LONDON,

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EASTERN ENGINEERING.

PASSING OBSTACLES TO TRADE WITH CHINA.

A correspondent recently resident in China has contributed the following to "Eastern Engineering":—

In view of the conditions set forth as existing in Central China in the article in our last issue, some surprise might be justified, on the part of British machinery manufacturers, that they have not already experienced a more considerable trade with that country. In fact, such a land as China, peopled by almost any other nation, would long ago have presented a vast market for the manufacturers of machinery. There are, however, signs that the conditions, which for generations past have checked the industrial development of China, are at last giving way to more enlightened views.

One of the first considerations in any industrial affair is, of course, finance, and this is one of the chief difficulties in doing business with the Chinese. The manufacturer naturally thinks that if a man wants machinery he should find the money to pay for it. But the Chinese do not look on the transaction from that point of view, although, taken on the whole, there is plenty of money in the country for the commencement of factories.

Take the ice merchant, for instance. He knows that he can make a living by collecting ice off the ponds in winter and storing it, for sale in the summer, in a hole in the ground. The refrigerating engineer cannot convince him that by laying out his savings on a small ice plant he would earn a profit that would justify the expenditure. His savings are visible, but the profit under new conditions is, to him, problematic. Thus seeing that the initiative has come from the engineer, he thinks that the engineer should take the risk. The Chinese must have a concrete example of a similar plant, doing well in similar circumstances, before he is convinced that success would attend his own venture. Given such an example, however, the Chinaman is generally quite ready to take the risk of competition with an established plant.

This timidity in investing is largely influenced by the chronically unsettled conditions of the country. So long as his wealth is in the form of money, the Chinese feels that he can protect it; but if it is represented by a factory, there is always a possibility of its being destroyed in an uprising or confiscated for some trumped-up reason.

Both the foregoing checks on the importation of machinery are, however, gradually disappearing. There is a constantly increasing number of object lessons in the successful employment of modern machinery by Chinese industrialists, while the improvement in the internal administration of the country is giving confidence to the native investors.

There is, of course, the alternative of the manufacturer taking the risk and financing the scheme. It is by these means, as has so often been pointed out in "Eastern Engineering," that the Germans have secured their share of the Chinese trade in the past. While British manufacturers were able to fill their works with orders that did not necessitate this added responsibility, they were, no doubt, justified in refusing to adopt the practice. But there is no question that something of the kind must be done in the future if we are to secure an adequate share of the orders that will be given out by China in her industrial development. It is not a case of out and out financing, it must be a matter of much longer credits than have been the custom in the past. It is not rational to expect a man to pay for a piece of machinery, which he only knows from pictures and verbal descriptions, before he even sees it. And this has generally been what British manufacturers have insisted upon.

There are two other important deterrents to the industrial development of China. They are the lack of adequate transport and the labour conditions of the country.

Unskilled labour is ridiculously cheap in China, and thus there is not the same incentive to the adoption of labour-saving appliances as there is in Europe. A coolie can be hired for three or four pence a day; and he will do at least as much work as a European labourer would do in similar circumstances, provided he is properly supervised. In excavation work, for instance, a steam navy would experience very severe competition from coolies with hoes and baskets, while pile-driving, except in the case of very long piles, can be done by hanados at a price which would be difficult to approach in England. Even for such services as driving machine tools, mills, looms, pumps, etc., man power is so cheap that it is hardly worth while putting in a steam engine to do the work.

On the other hand, skilled labour is scarce. In Canton there is a good supply of skilled mechanics, and in Shanghai also there are a fair number, but away from these centres European methods of manufacture have been so recently introduced that there has not been time for a generation of skilled artisans to grow up. The inherited manual skill, which is such a great asset to the English nation, is confined, in the case of the Chinese, to families practising very antiquated methods. The result is that it is extremely difficult to get operatives and drivers for machinery, while those who are secured must nearly always be imported from distant provinces and paid high wages. That is to say, of course, high according to Chinese standards and considering the efficiency of the men.

The labour conditions are, however, gradually changing and becoming more favourable to the adoption of modern methods. The coolies demand higher pay than in the past, while the number of skilled men naturally increases with the steady, if gradual, introduction of European machinery.

That industrial development must stagnate so long as transport facilities are inadequate needs no emphasis, and when it is borne in mind that there is not a road worthy of the name so much as 100 miles long throughout China, it becomes evident that the country is very severely handicapped. Certainly there are the rivers and canals, which intersect the land in every direction, but locomotion on them is naturally slow and uncertain. Railways are few and far between, and only serve to connect a few of the larger centres. After domestic peace, it is railways and roads that China wants most.

From this it will readily be gathered that one of the most important outlets for British enterprise will lie in the construction and equipment of railways. When Europe is at peace once again the railway schemes which have been planned out in China will be pushed on vigorously and will create a big demand for all kinds of machinery, from locomotives to pneumatic riveters. Rails will also probably have to be imported, for although the Hanyang Iron Works roll rails of the heaviest sections, they can only turn out a fraction of the country's demands. Japan will compete strenuously for these orders, and so may America, but there is a strong bias in favour of British rails among some of the more important people who count in railway matters in China. Locomotives have, of course, been built by the Chinese at Tongshan, for some time past; but here again it is a case of the manufacturing equipment not being capable of coping with the coming demand.

With the revision of the mining regulations there will be a great development of mining in China, and even within the last few months a number of new mines have been opened up. The market for machinery which is thus offered demands rather a simple type of small installation than large elaborate plants. The Chinese Government are employing European trained Chinese engineers to prospect all over the country, and as these men discover promising metalliferous deposits they are exploited in a tentative way. Thus small concentrating plants, roasters, hoists, etc., are more likely to meet with a sale than big winding engines, pumps, and so forth.

The Chinese are naturally agriculturists, and vast tracts of their country are very fertile; but the implements employed in the field are crude in the extreme. The hoe and wooden plough are practically all the equipment which a Chinese farmer possesses, excepting, of course, the inevitable buffalo. He only tills the soil to the depth of a few inches, and takes drought or flood as a fate which it is useless to fight against. China is not perhaps the place where steam ploughs would be a great success on account of the smallness of the holdings, but a steel plough would utilise the power of the buffalo far more efficiently than the pointed stick which generally represents a plough in China. It must not be forgotten, however, that the Chinese landowner seldom possesses much land, his capital is small, and his living is so precarious that the price of an English plough would be a serious matter to him. There is one side of agriculture, however, which might very properly be taken up by the Government or the local authorities, and developed with public money. It is the destruction of insect pests. Swarms of locusts appear in the summer of such magnitude that they really darken the sky, and wherever they settle they consume every vestige of greenstuff. These swarms could be thinned, if they were not absolutely stamped out, with the assistance of the commercial chemist.

"Eastern Engineering" has been able recently to announce the securing by English firms of some fine orders for cotton spinning machinery for installation in China, but many more must be placed before the whole of that country's output of cotton is spun locally. Electric lighting schemes also offer a favourable opening for British enterprise. The Chinese have a great liking for electric light, and will patronise it freely as soon as it is installed. There are innumerable towns large enough to warrant the laying down of such plants, but manufacturers would be well advised to look into all such schemes very carefully before embarking on them, as this seems to be one of the directions in which the Chinese aptitude for speculation thrives best.

In the foregoing article no effort has been made to comment on the competition that must develop between the various countries which will be in a position to supply China with her needs. There is no question that if British manufacturers can maintain the reputation they already possess in the Far East of producing goods of the highest quality, and at the same time meet their customers' wishes as regards payment more generously than in the past, they will reap a large harvest before many years are past.

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[illegible]
[illegible]

FOUL MURDER AT KOWLOON.

STATION HOTEL WATCHMAN STABBED.

EVIDENCES OF A GREAT STRUGGLE.

Last night an Indian watchman of the Station Hotel was brutally murdered by the No. 1 boy at the Hotel and a coolie. The outrage created an alarming sensation in Kowloon, particularly in the neighbourhood of Kimberley Road where the foul deed was perpetrated. About a quarter-to-eleven shrieks for help came from the little hut situated at the end of Torres Buildings between Granville Road and Kimberley Road. Dr. J. Smalley the Assistant Medical Officer, Col. Watson and Major Robertson heard the cries and immediately ran in their direction. On reaching the hut they saw the Indian watchman staggering up against the door which he had made an effort to barricade. He pointed to the inside stating he had got them in there but when the door was burst open the room was empty. An old venetian window which had been bridged by match board was broken down, which at once indicated the direction in which the men had escaped. Neither of the gentlemen mentioned saw any trace of the two men who are supposed to have gone into Kimberley Road and disappeared in the darkness. So far they have eluded apprehension. The police are working assiduously to secure their arrest and all roads and wharves are being watched. The Indian was in a pitiful condition. He was clad only in a night shirt and had been stabbed no less than six times, four in the stomach from which the intestines protruded, once in the neck and once in the lower region of the abdomen. He was taken to the Hospital and although he remained conscious for sometime and was able to give a description of his assailants he collapsed and died. The murderers were identified by the watchman as the No. 1 boy at the Station Hotel and a coolie also employed at the Hotel. The No. 1 boy, whose name is Ah Hing, was a particular friend of the murdered man and they had lived together for a long time and had become more intimately acquainted since Ah Hing was dismissed from the Hotel. From that day he had lived with the watchman and knew that the latter's valuables were in a lock-fast box at the Hotel. The motive for the dastardly crime could then, hardly have been robbery and nothing was stolen. The coolie had been an occasional visitor. For some reason which will probably never be known Ah Hing and the watchman quarrelled and the coolie took the side of the boy. A struggle ensued in which the table was smashed and furniture (of such a kind that might be stowed in a hut) was trampled on and broken to pieces. A blood-stained ordinary table knife which had become very sharp on both sides through continual grinding, was found on the floor and this is no doubt the instrument used in the murder. Another knife was found and this was covered with a dark greasy substance. The Indian had apparently wrestled with his assailants and won to such an extent that he was able to shut them in the hut and shout for assistance. Finding themselves trapped the Chinese looked around for a means of escape. There was the window and they escaped through it.

WEATHER REPORT.

On the 3rd at 11.20.—No returns from Japanese stations.

Pressure has increased moderately over N.E. China, where a moderately strong anticyclone is now central. It has increased slightly over Formosa and the Philippines, and is nearly stationary elsewhere.

A shallow depression still lies over the S. China Sea.

Fresh monsoon is indicated along the east coast of China and over the N. China Sea.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inch.

Forecast for the 24 hours ending at noon on the 4th November:—

1.—Hongkong to Gap Rock: N.E. winds, fresh; fair.

2.—Formosa Channel: N.E. winds, strong.

3.—South coast of China between Hongkong and Lamocks: The same as No. 1.

4.—South coast of China between Hongkong and Hainan: The same as No. 1.

OFFICIAL NIGHT IN NOVEMBER.

The following table shows the Standard Time at which Official Night ends and begins during the month of November, 1916:—

Date.		Ends.		Begins.	
Nov.	3rd,	6.17	a.m.	5.57	p.m.
„	4th,	6.17	„	5.57	„
„	5th,	6.18	„	5.56	„
„	6th,	6.19	„	5.55	„
„	7th,	6.19	„	5.55	„
„	8th,	6.19	„	5.55	„
„	9th,	6.20	„	5.54	„
„	10th,	6.20	„	5.54	„
„	11th,	6.21	„	5.54	„
„	12th,	6.21	„	5.53	„
„	13th,	6.22	„	5.52	„
„	14th,	6.23	„	5.52	„
„	15th,	6.24	„	5.51	„
„	16th,	6.25	„	5.51	„
„	17th,	6.26	„	5.51	„
„	18th,	6.26	„	5.50	„
„	19th,	6.27	„	5.50	„
„	20th,	6.28	„	5.50	„
„	21st,	6.28	„	5.50	„
„	22nd,	6.29	„	5.50	„
„	23rd,	6.29	„	5.50	„
„	24th,	6.30	„	5.50	„
„	25th,	6.31	„	5.49	„
„	26th,	6.31	„	5.49	„
„	27th,	6.31	„	5.49	„
„	28th,	6.32	„	5.49	„
„	29th,	6.32	„	5.49	„
„	30th,	6.33	„	5.49	„

To-day's Advertisements

M. S. "GLENARTNEY".

OWING to this steamer having been on fire at Singapore the voyage has been abandoned and part of her cargo has been transhipped to other steamers for conveyance to destination.

The first lot will arrive by the S.S. "GLENIFFER" on MONDAY, 6th inst. and further particulars will be notified as soon as possible.

A General Average Bond will require to be signed and a deposit of 50% made before countersignature of Bills of Lading can be given.

SHEWAN, TOMES & CO.
Agents, "Glen" Line
(McGregor Gow & Co.) Ltd.

Hongkong, Nov. 3, 1916. 1212

P. & O. S. N. Co.

STEAM FOR
STRAITS COLOMBO, AUSTRALIA, BOMBAY, EGYPT, MEDITERRANEAN PORTS, AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS

THE Steamship *NYANZA*, Captain J. GAUNT, R.N.R. carrying His Majesty's Mails, will be despatched from this port on or about FRIDAY, the 17th November, 1916, taking Passengers and Cargo for the above ports in connection with the Company's Steamship *Mongolia* from Colombo. Passengers, accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, and Tea and Cargo for Italy, France, and London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London. Other Cargo for London etc. will be conveyed via Bombay per s.s. *Khyber* due in London about 1st January, 1917.

Parcels will be received at this Office until 3 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to
E. V. D. PARR,
Acting Superintendent.

Hongkong, Nov. 3, 1916.

PUBLIC AUCTION.

THE Undersigned have received instructions from the Liquidators of MESSRS. WITZER'S & Co. to sell by Public Auction,

Commencing

WEDNESDAY,

the 15th November, 1916, at 10.30 a.m., and continuing on MONDAY, 20th inst., at 10.30 a.m., at No. 1, Ormsby Terrace, Granville Road, Kowloon,

A QUANTITY OF
HOUSEHOLD FURNITURE, &c.,
including BLACKWOOD WARE, CROCKERY and GLASS WARE,
And
One PIANO.

Catalogues will be issued.
On view from Tuesday 14th inst.
TERMS:—Cash.

HUGHES & HOUGH,
Auctioneers.

Hongkong, Nov. 3, 1916. 1213

G. R.

NOTICE.

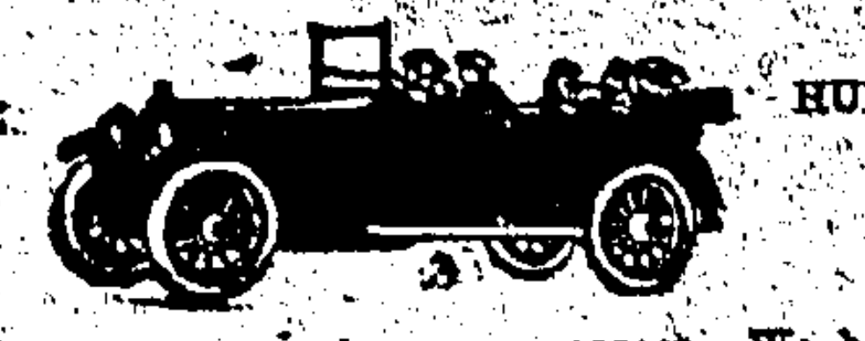
ANY EUROPEAN, Non ASIATIC or INDIAN desiring to leave the Colony should apply in writing for permission to do so to the Captain Superintendent of Police, at least 48 hours before the intended hour of departure, giving name, nationality, age, sex, height and occupation of the applicant, and stating the name of the steamer or other vessel or the hours of the train by which the applicant wishes to leave. Applicants should apply in person for their passes at the Central Police Station between the hours of 9 a.m. to 1 p.m. and 2 p.m. to 4 p.m. daily.

EXCHANGE.

Hongkong, November 3, 1916.

On London—	
Bank Wire	2/2⅜
„ On demand	2/2 13/16
„ 30 days' sight	2/2⅞
„ 4 months' sight	2/3 1/16
Credits, 4 months' sight	2/3¼
Documentary, 4 months' sight	2/3⅜
On Paris—	
On demand	310½
Credits, 4 months' sight	321
On New York—	
On demand	53⅛
Credits, 60 days sight	—
On Bombay—	
Wire	—
On demand	165¾
On Calcutta—	
Wire	—
On demand	165¾
On Singapore—	
On demand	95
On Manila—	
On demand	106½
On Shanghai—	
On demand	70
30 days' sight (private paper)	—
On Yokohama—	
On demand	103¾
Gold Leaf, 100 fine (per tael)	$51.40
Sovereigns (Banks Buying rate)	$8.00 n.
Silver (per oz.)	32 7/16
Bar Silver in Hongkong	17 % p.m.
Chinese Copper Cash	1 % pm.
Chinese Copper Cents	1 % p.m.
Rate of Native Interest	6 % p.a.
Chinese Sub. Coin	11 % dis.
Hongkong Sub. Coin	par

THE HUPMOBILE.



HUPMOBILE. HUPMOBILE.

A high-class car in every respect. We have in stock a 45 h.p. 7-passenger "HUPMOBILE" Touring Car, equipped with Electric Lights, Electric Horn, Electric Starter, and all latest improvements.

ALEX. ROSS & CO.,
4, DES VŒUX ROAD CENTRAL.
Sole Agents.

TO LET

TO LET.

FROM 1st November next FLATS in "Ewo Mess" No. 8, The Peak, apply Property Office, JARDINE, MATHESON & Co., LTD.

Hongkong, Sept. 1, 1916. 991

TO LET.

EUROPEAN HOUSE, 19, Kennedy Road, with Bathrooms and Outhouses complete.

Apply— YOUNG HEE,
10, Des Vœux Road, Central.

Hongkong, Oct. 16, 1916. 1137

TO LET.

NO. 42 Eglin Street.

Apply to—
PERCY SMITH,
SETH AND FLEMING.

Hongkong, Oct. 31, 1916. 1197

TO LET—FURNISHED.

3 MOUNTAIN VIEW, Peak.

Apply to— H. E. POLLOCK,
Prince's Buildings.

Hongkong, Oct. 24, 1916. 1173

TO LET.

OFFICES, 2nd Floor, St. George's Buildings.

Apply to—
SHEWAN, TOMES & Co.

Hongkong, April 7, 1916. 511

TO LET.

NO. 7, Ormsby Terrace, Granville Road, Kowloon.

Apply to CHANG YUK SHU,
c/o YEE SANG FAT & Co.
34, Queen's Road Central,
Hongkong.

Hongkong, Oct. 13, 1916. 1131

TO LET.

ONE FLAT of FOUR ROOMS over Kowloon Dispensary, partly furnished.—Apply Kowloon Dispensary, or Secretary A. S. Watson & Co., Limited.

Hongkong, June 16, 1916. 751

TO LET.

OFFICES in HOTEL MANSIONS:—Four large rooms (communicating) facing BLAKE PIER and the GENERAL POST OFFICE. Nos. 9, 10, 11 and 12 on the THIRD FLOOR of HOTEL MANSIONS.

For particulars apply:—
MANAGER,
HONGKONG HOTEL.

Hongkong, Oct. 28, 1916. 1191

TO LET.

OFFICES on 1st Floor, No. 3 Queen's Road Central, at present in the occupation of The China Fire Insurance Co., Ltd.

Apply to—
CHINA FIRE INSURANCE Co., LTD.

Hongkong, April 28, 1916. 59

TO LET.

OFFICES at 2 Connaught Road.
OFFICES in King's and York Building.
HOUSES in Clifton Gardens, Conduit Road.
HOUSES in Broadwood and Moreton Terraces.
No. 21 Wong Nei Chong Road.
HOUSES on Shameen, Canton.

Apply to
THE HONGKONG LAND INVESTMENT & AGENCY Co., LTD.

TO LET.

THREE-ROOMED FLATS in Humphreys Buildings, Kowloon.

FOUR-ROOMED FLATS in May Road, with every modern convenience, including English Baths and Kitchen Ranges, Hot Water and Water Carriage System. A few Flats specially designed to accommodate three bachelors at reasonable rentals. Immediate possession.

FOUR-ROOMED HOUSES in Gordon Terrace and Salisbury Avenue, Kowloon.

TWO-ROOMED FLATS in Nathan Road, Kowloon.

Apply to—
HUMPHREYS ESTATE & FINANCE COMPANY, LIMITED.
Alexandra Buildings.

Hongkong, Dec. 29, 1910.

TO LET

TO LET.

NO. 1, Canton Villas, Kowloon.

A House in Knutsford Terrace.

Apply—
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.

Hongkong, Nov. 1, 1916. 1196

POST OFFICE NOTICES.

IN RADIO-TELEGRAPH COMMUNICATION.

"Ships in communication with Cape D'Aguilar Radio Telegraph Station:—

Polynesien *Hirano Maru*
Empress of Russia
Nore *Magellan*

INWARD MAILS.

EUROPE (French Mail) — Per s.s. *Polynesien*, Nov. 4.

CHRISTMAS AND NEW YEAR PARCEL MAIL.

The Public are informed that the Christmas and New Year Parcel Mail to the United Kingdom will be closed in this office at 5 p.m. on the 16th Nov.

This mail is due in London on the 24th December. The above date of departure is liable to alteration.

The Services to Germany, Austria, Bulgaria and the Ottoman Empire are suspended.

Correspondence addressed to enemy subjects in China, Siam, Liberia, Portuguese East Africa, Persia and Morocco cannot be transmitted.

Mails will close for:—

BATAVIA, SAMARANG, SOURABAYA & PORT MORESBY (VIA BATAVIA.)
Per *Tjitaroem*, at 11 a.m., on Saturday, the 4th Nov.

PHILIPPINE ISLANDS.
Per *Yuensang*, at 2 p.m., on Saturday, the 4th Nov.

SHANGHAI, NORTH CHINA & JAPAN Via KOBE.
(Europe via Siberia).
Per *Polynesien*. Registration at 3.15 p.m. Letters at 4 p.m., on Saturday, the 4th Nov.
[Shanghai Chinese P.O., Saturday, 11th Nov.]

SHANGHAI & NORTH CHINA.
Per *Yingchow*, at 5 p.m., on Saturday, the 4th Nov.

WEIHAIWEI, CHEFOO & TIENTSIN.
Per *Chipshing*, at 5 p.m., on Saturday, the 4th Nov.

SHANGHAI, NORTH CHINA & JAPAN Via KOBE.
Per *Katori Maru*, at 9 a.m., on Sunday, the 5th Nov.

JAPAN & MOJI.
Per *Riojun Maru*, at 9 a.m., on Sunday, the 5th Nov.

SWATOW, AMOY & FORMOSA Via TAMSUI.
Per *Kaijo Maru*, at 9 a.m., on Sunday, the 5th Nov.

SWATOW, AMOY & FOOCHOW.
Per *Hai Hong*, at 9 a.m., on Sunday, the 5th Nov.

HAIPHONG, TOURANE, SAIGON, STRAITS, CEYLON, INDIA, ADEN, EGYPT & EUROPE.
Per *Magellan*, at 9 a.m., on Monday, the 6th Nov.

SYDNEY, BRISBANE, NEW ZEALAND, MELBOURNE, ADELAIDE, PERTH & FREMANTLE.
Per *Heishin Maru*, at 9 a.m., on Monday, the 6th Nov.

PHILIPPINE ISLANDS, *AUSTRALIA & *NEW ZEALAND Via PORT DARWIN & *NEW GUINEA Via *THURSDAY ISLAND.
Per *Taiyuan*, at 11 a.m., on Tuesday, the 7th Nov.

SWATOW, AMOY & FOOCHOW.
Per *Haitan*, at 11 a.m., on Tuesday, the 7th Nov.

SHANGHAI & NORTH CHINA.
(Europe via Siberia).
Per *Chenan*. Registration at 2.15 p.m. Letters at 3 p.m., on Tuesday, the 7th Nov.
[Shanghai Chi. P.O., Saturday, 11th Nov.]

AMOY & PHILIPPINE ISLANDS.
Per *Taming*, at 3 p.m., on Tuesday, the 7th Nov.

HAIPHONG.
Per *Saifong*, at 9 a.m., on Friday, the 10th Nov.

AUSTRALIA, NEW ZEALAND & NEW GUINEA Via THURSDAY ISLAND.
Per *St. Albans*, at 10 a.m., on Friday, the 10th Nov.

SWATOW, AMOY & FOOCHOW.
Per *Haiching*, at 11 a.m., on Friday, the 10th Nov.

JAPAN Via NAGASAKI.
Per *Tango Maru*, at 9 a.m., on Saturday, the 11th Nov.

* Superscribed correspondence only.

SHIPPING

ARRIVALS.

November 2.

Talthybius, British steamer, 6,522, F. W. Cullum, Kuchinotzu Oct. 30, General.—BUTTERFIELD & SWIRE.

Shinchiku Maru, Japanese str., 2,223, W. Miura, Tjilatjap Oct. 25, Sugar.—O. S. K.

Tamsui, British str., 895, McCulloch, Shanghai and Swatow Nov. 1, General.—BUTTERFIELD & SWIRE.

November 3.

Hai Hong, British steamer, 1,270, J. W. Evans, Foochow Oct. 31, Amoy Nov. 1, and Swatow 2, General.—DOUGLAS STEAMSHIP CO., LD.

Soshu Maru, Japanese str., 1,006, J. Kurimura, Takao, via Amoy and Swatow Oct. 31, General.—O. S. K.

Tela, Norwegian str., 2,003, Jensen, Moji Oct. 28.

Chingchow, British steamer, 1,195, Jas. Doyle, Port Parseval Oct. 31, Lime Stone.—SHEWAN, TOMES & Co.

Chihli, British str., from Canton.

DEPARTURES.

November 3.

Nore, for Singapore and Bombay.
Chipshing, for Canton.
Laisang, for Shanghai and Yokohama.
Yingchow, for Canton.
Hailan, for Tourane.
Alma, for Shanghai.
Tamsui, for Amoy and Shanghai.
Ningpo, for Newchwang.
Kamor, for Bangkok.
Kueichow, for Weihaiwei and Tientsin.
Kwangtah, for Canton.
Eiger, for Bangkok.
Cheongshing, for Weihaiwei and Tientsin.
Nissin Maru, for Keelung.
Kwongsang, for Swatow and Shanghai.
Kenkon Maru, for Chinwangtao.
Kissho Maru, for Karatsu.
Choysang, for Canton.

CLEARED

Sungkiang, for Hoihow and Haiphong.
Chihli, for Shanghai.
Chengtu, for Swatow.

PASSENGERS.

ARRIVED.

Per *Talthybius*, from Kuchinotzu: for Hongkong, Mr Penning, Mr Herbets; for Manila, Mr Wallace.

Per *Hai Hong*, from Coast Ports, Mr J. B. Sawyer, Mr S. R. Waller, Mr W. C. Hankins, Mr B. S. Anderson, Mr F. D. Bissecker.

DEPARTED.

Per *Nore*, for Europe, Mrs Brown and infant, Mr A. E. Iles, Mr H. T. Lay, Mr S. L. Potter, Mr R. E. Cox, Mr W. J. Lees, Mr and Mrs S. Priestner and 2 infants, Mr F. A. Hutchison, Miss J. L. McCrory, Miss E. M. McKeown, Miss A. E. Taylor, Miss R. Minteer, Mr W. Gourie, Mr and Mrs F. A. Vianest and 2 infants, Miss S. De Zylva, Mr J. Spedding, Mr A. Forward, Mr and Mrs H. A. Mackenzie, Mr W. L. Ogden, Mr H. G. Morse, Mrs O. D. Hargis, Master P. Hargis, Mr F. Thornhill, Mr R. Lewis, Mr L. Jaff, Mr R. Bowers, Mr C. H. D. Corneck, Mr and Mrs T. E. Mitchell and infant, Master R. Mitchell, Mr A. A. Claxton, Mrs Blackburn and infant, Miss Stedman, Mr A. Nisbet, Mr D. H. Lee, Mr and Mrs G. Dalton, Mr B. C. Isbister, Mr B. Griffith, Mr J. M. McGregor, Mr H. W. Barrows, Mr D. Herman, Dr and Mrs A. H. Strong, Rev. G. A. Gould, Mrs Macleay, Miss E. Van Eynde, Mr A. Rose, Miss E. Warrall, Mr D. Herman.

SHIPPING REPORTS.

The British steamer *Hai Hong* from Swatow reports: Fresh breeze, rough following sea, cloudy and clear.

PASSENGERS EXPECTED.

Per N. Y. K. s.s. *Katori Maru*. From London Sept. 9, Mr H. P. Smith, Mr H. W. Petley, Miss M. J. Parkes, Miss A. Parkes, Mr and Mrs G. D. Thompson and 3 children, Mrs Beswick, Mr T. T. Swancoat, Miss Gaussen, Miss Johnson, Mr and Mrs A. H. Stewart and 2 children, Mr A. D. Macdonald, Mr T. C. Downing.

Per P. & O. s.s. *Mongolia*. From London Sept. 15, Mr L. W. Nation.

Per N. Y. K. s.s. *Kashima Maru*. From London Sept. 23, Mr E. Hutchinson, Miss K. S. R. Taylor, Mrs Edwards, Miss Bouckley, Capt. W. G. Leask, Mr D. K. Blair, Miss Y. W. Beyer, Mr A. Richards, Mr and Mrs T. G. Muir, Mr and Mrs Raworth, Miss O. Robinson, Miss M. A. Cook, Miss Leahy, Mr Bidwell, Mr E. Merritt, Mr G. Thompson, Mr Murrell.

Per P. & O. s.s. *Malwa*. From London Sept. 29, Rev. and Mrs Sills and child, Rev. L. M. Cradock, Mr Anton.

Per N. Y. K. s.s. *Mishima Maru*. From London, Oct. 5, Mr A. Holingsworth, Mr J. D. McCracken, Capt. Seack.

Per P. & O. s.s. *Kaiser-I-Hind*. From London, Oct. 13, Mr W. J. Crawford.

Per N. Y. K. s.s. *Suwa Maru*. From London, Oct. 21, Mrs F. O. Greig, Mrs L. M. Murray and child, Rev. and Mrs A. E. Preston, Miss N. Wheeler, Mrs H. C. J. Alston, Miss L. E. Alston, Mrs D. M. Thring, Miss E. F. Cardas, Miss Mackintosh, Miss Gilchrist, Mr and Mrs Ritchie, Miss Ritchie, Mr and Mrs Smith, Miss A. H. Mezitt, Dr and Mrs Evan Jones.

STEAMER MOVEMENTS.

Other Vessels.

The China Mail S. S. Co.'s s.s. *China* arrived in Yokohama on Sunday, October 29th, and sailed from there on Tuesday morning. She may be expected to arrive in Hongkong on or about November 8th.

Latest Advices.

The steamship *Gleniffer* is expected here from London on 6th November.

The P. & O. S. N. Co.'s s.s. *Namur* which left Hongkong on the 24th September last, arrived at Marseilles on Wednesday, the 1st November.

Temperature.

Hongkong, November 3, 1916.

BAROMETER	9 A.M.	30.01
Do.	1 P.M.	29.98
Do.	4 P.M.	29.94
THERMOMETER	9 A.M.	74
Do.	1 P.M.	76
Do.	4 P.M.	76
Do. (Wet bulb)	9 A.M.	70
Do. (Wet bulb)	1 P.M.	71
Do. (Wet bulb)	4 P.M.	71
Do. Maximum		76
Do. Minimum (over night)		73

SHARE REPORT.

NOVEMBER 3RD, 1916.

Stock and paid up Value.	Quotations 11.30 A.M.	Last Dividend and date.	Return based on last year's div.
BANKS.			
Hongkong & S'hai $125	$760	£2.5 interim	6½ p.a.
MARINE INSURANCES.			
Cantons $ 50	$400 b.	$7 final a/c 1914 and Interim of $18 a/c 1915.	6½ p.a.
North Chinas £5	T. 157½ b.	Int. 12½ % a/c 1915	
Unions $100	$965	Final of $20 and bonus $10 a/c 1914, Interim of $30 a/c 1915	4½ p.a.
Yangtszes $ 60	$255	Final of $15 making $18 for 1914 and int. of $6 on account 1915	8 p.a.
FIRE INSURANCES.			
China Fires $ 20	$161	$7 and bonus $2 for 1914.	5½ p.a.
Hongkong Fires $ 50	$387	$27 for 1914	7 p.c.
SHIPPING.			
Douglas Steamships $50	$124½ b.	$1 final and $8 bonus, making $14 a/c 1915-16	11¼ p.c.
Steamboats $ 15	$22½ b.	$1 for 1915	4½ p.c.
Indo-Chinas:—			
(Preferred) £5	$46 b.	6/- for 1915	6 p.c.
(Deferred) £5	$139 sa.	10/- Bonus 6/- for 1915	6½ p.a.
"Shell" Transports £1	112/6	2/- a/c 1915 Coupon 25 5/- a/c 1915 Coupon 26	7 p.c.
"Star Ferry" $ 10	$38	$1.65 dividend 45 cents Bonus for year ending 30-4-16	5½ p.a.
REFINERIES.			
China Sugars $100	$138	$12 for 1915	10½ p.c.
Malabon Sugars P. 30	$87½ b.	$5 for 1915	
MINING.			
Kailans £1	30/-	1/- a/c 1915/16, Coupons No.	
Langkats gdrs. 10	T. 23 b.	Tls. 1 for 1915	4 p.a.
Raubs £1	$2¾		
Tronoh Mines £1	30/- b.	3/- a/c 1916	
Ural Caspians £1	34/9	9 % for 1915	
DOCKS, WHARVES AND GODOWNS.			
Kowloon Wharves $ 50	$84 b. 85 sa.	$3½ for 1915	4 p.c.
H.K. & Whampoa Docks $ 50	$139½	$5 for 1915	3½ p.a.
Shanghai Docks T. 100	T. 90 s.	Tls. 7½ for year ending 30-4-16	6½ p.a.
Hongkew Wharfs T. 100	T. 85	Tls. 3 for 1915	3½ p.c.
HOTELS, LANDS AND BUILDINGS			
Hongkong Hotels $ 50	$115 b.	$3 a/c half year 30-6-16.	4½ p.a.
Central Estates $100	$101 b.	$7 a/c 1915	7 p.a.
Hongkong Lands $100	$101 b.	Interim div. of $3½	7 p.c.
Humphreys Estates $ 10	$7 b.	35 cents for 1915	5½ p.a.
Kowloon Lands $ 30	$35	$2½ for 1915	6 p.a.
West Points $ 50	$85 b.	Interim of $2	4½ p.c.
Shanghai Lands T. 50	T. 92	6 % interim a/c 1916	6½ p.c.
COTTON MILLS.			
Ewos T. 50	T. 165	Tls. 16 for year ending 31-10-15	10½ p.c.
Shanghai Cottons T. 50	T. 121½ b.	Tls. 6 div. a/c year ended 30-6-15.	8 p.a.
Kung Yik T. 10	T. 16 b.	Tls. 1½ for 1915	10½ p.c.
Yangtszepoos T. 5	T. 6½		
MISCELLANEOUS.			
China-Borneos $ 12	$2½	72 cts. for 1915	8½ p.a.
Light & Powers $ 5	$4½	6 p.c. for year ending 28-2-06	
China-Providents $ 10	$9.20	70 cents for 1915	7½ p.c.
Dairy Farms $ 6	$28 x. div. s.	$1.25 for year ending 31-7-15	3 p.c.
Green Islands $ 10	$10.60 b. 10¾ sa.	60 cents for 1915	6 p.a.
Hongkong Electrics $ 10	$54½ b.	$2½ for 1915/1916	4 p.c.
Hongkong Ices $ 25	$160	$2 on a/c 1916	4 p.c.
Hongkong Ropes $ 10	$34 b.	$1 interim 1916	6½ p.c.
Hongkong Tramways 5/-	$7 b. 7.20 s.	7 % interim a/c 1916 cents 16½ per share	4½ p.c.
Morning Posts $ 25	$29	$2 for 1915	
Peak Tramways $ 10	$10 b.	7 % for 1915/1916	7½ p.c.
do. (new) $ 1	$1 b.		
Steam Laundry $ 5	$3½	25 cents for 1915/1916	8½ p.a.
Union Waterboats $ 10	$17	$1 for 1915	6½ p.a.
Watsons $ 10	$7	70 cents for 1915	10 p.c.
William Powell $ 7	$6.90 s.	50 cents for 1913/1914	

s.—sellers. x.—ex-div. b.—buyers.

Telegraphic Add.: "RIALTO." MOXON & TAYLOR
Telephone No 990—P.O.B. No. 111. Share and General Brokers.

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